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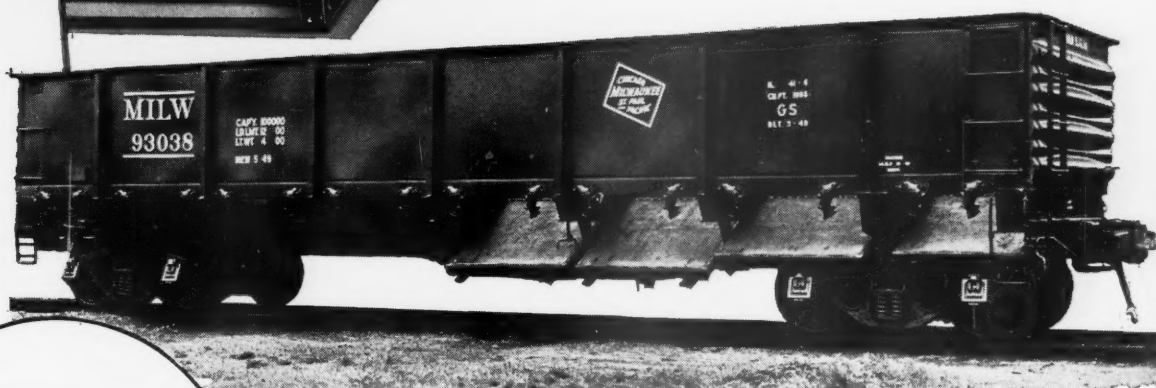
THE STANDARD RAILROAD WEEKLY FOR

AUGUST 11, 1952

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Published weekly by the Simmons-Boardman
Publishing Corporation at Orange, Conn., and
entered as second class matter at Orange, Conn.,
under the act of March 3, 1879. Subscription
price to railroad employees only in U. S., U. S.
possessions, Canada and Mexico, \$4 one year,
\$6 two years, payable in advance and postage
free. Subscription price to railroad employees
elsewhere in the Western Hemisphere, \$10 a
year; in other countries, \$15 a year—two-year
subscriptions double the one-year rate. Single
copies 50¢, except special issues \$1. Address
Robert G. Lewis, Assistant to President, 30
Church Street, New York 7.

Editorial and Executive Offices at 30 Church
Street, New York 7, N. Y., and 79 West Monroe
Street, Chicago 3, Ill. Branch Offices: 1081
National Press Building, Washington 4, D. C.—
Terminal Tower, Cleveland 13, Ohio.—Terminal
Sales Building, Portland 5, Ore.—1127 Wilshire
Boulevard, Los Angeles 17, Cal.—244 California
Street, San Francisco 11, Cal.—2909 Maple
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Published by SIMMONS-BOARDMAN PUBLISHING CORPORATION, New York 7

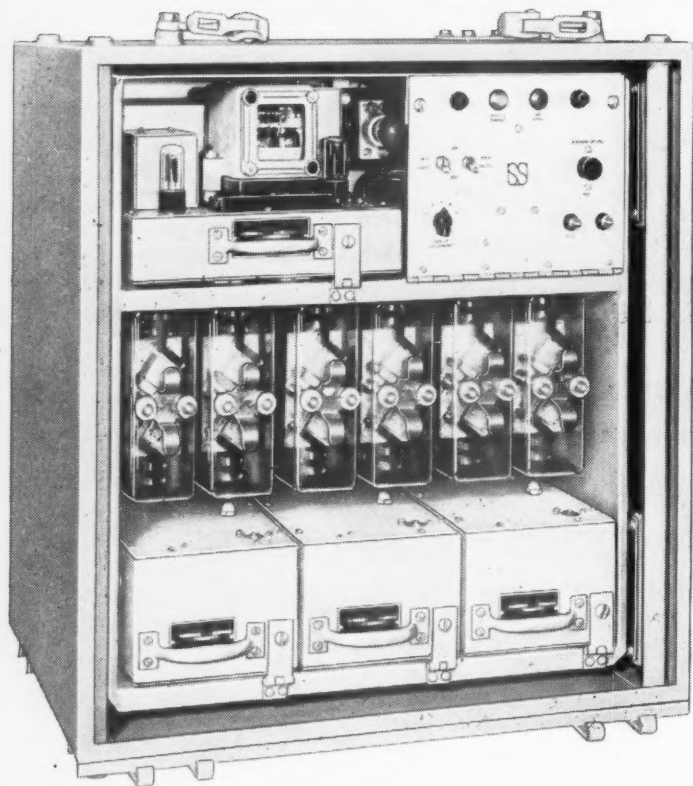
Railway Age Railway Mechanical & Electrical Engineer Railway Engineering & Maintenance
Railway Signaling & Communications Car Builders' Encyclopedia Locomotive Encyclopedia
Railway Engineering & Maintenance Encyclopedia American Builder
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Books covering transportation and building

Railway Age is a member of Associated Business Publications (A. B. P.) and Audit Bureau
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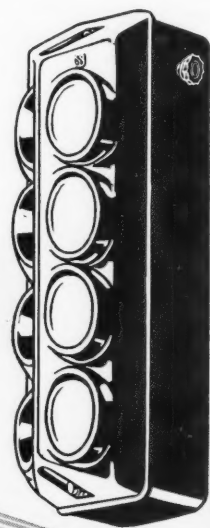
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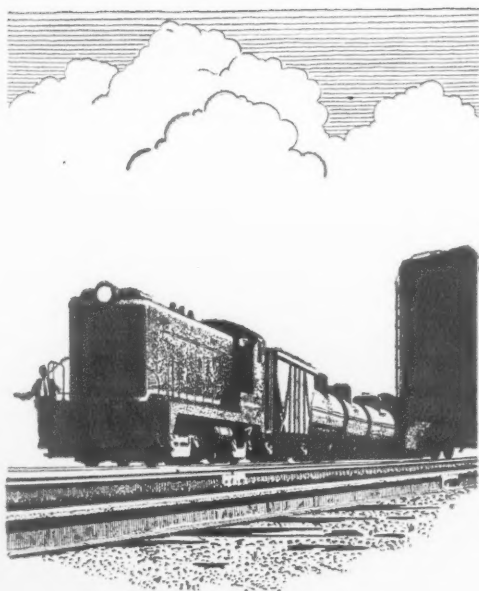
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WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, six months	
1952	\$5,119,129,904
1951	5,035,567,042
Operating expenses, six months	
1952	\$3,999,615,658
1951	3,964,143,107
Taxes, six months	
1952	\$ 592,191,515
1951	572,438,812
Net railway operating income, six months	
1952	\$ 441,832,593
1951	397,487,647
Net income, estimated six months	
1952	\$ 290,000,000
1951	260,000,000
Average price railroad stocks	
August 5, 1952	64.20
August 7, 1951	54.60
Car loadings, revenue freight	
30 weeks, 1952	20,772,128
30 weeks, 1951	22,911,634
Average daily freight car surplus	
Week ended August 2, 1952	24,357
Week ended August 4, 1951	6,156
Average daily freight car shortage	
Week ended August 2, 1952	2,311
Week ended August 4, 1951	18,083
Freight cars delivered	
June 1952	6,411
June 1951	9,644
Freight cars on order	
July 1, 1952	99,615
July 1, 1951	147,725
Freight cars held for repairs	
July 1, 1952	105,255
July 1, 1951	93,866
Net ton-miles per serviceable car per day	
May 1952	973
May 1951	1,038
Average number railroad employees	
Mid-June 1952	1,224,363
Mid-June 1951	1,295,570



In This Issue . . .

THE FREIGHT CAR MAY NEVER REPLACE DAGMAR

—or even Arthur Godfrey—as a home television attraction, but it could still become a pretty big star on industrial TV. As related in the news pages, quite a few railroad operating officers and at least one television manufacturer are seriously studying ways in which the new visual communications medium may be applied to railroad use. With a big assist from representatives of this paper, preliminary tests were carried out at Chicago's Barr yard last week, and there seems to be a good possibility of additional "full dress" demonstrations within the comparatively near future.

"DO YOU KNOW of any other form of transportation which would contribute \$2,000,000, cash, per year, to maintain transportation service essential to the public?" That question—to which there is, of course, only one answer—was put to a group of press representatives by E. T. Moore, president of the Central of New Jersey, in announcing plans to reduce its passenger losses to \$2 million a year by readjusting train schedules (see news columns). Mr. Moore also revealed plans for an operating reconsolidation of the CNJ and the Central of Pennsylvania, and opening of the latter's new Allentown yard.

EVEN "BELIEVE-IT-OR-NOT" RIPLEY might be excused for doubting the possibility of public sympathy and understanding toward a railroad which is seeking to discontinue all its passenger operations. Such a situation seems even less credible in the case of a commuter line with a long local reputation for providing excellent service. Yet the Staten Island Rapid Transit appears to have accomplished the impossible in winning and holding such understanding even in the face of its pending petition to wipe out at one fell swoop all of its 306 Monday-through-Friday daily trains. Part of the answer, at least, probably lies in the tax-supported bus competition imposed on the SIRT by the city of New York—competition which is so flagrantly unfair that almost no one could reasonably expect the railroad to meet it. The historical background and present status of passenger transport on Staten Island are reviewed in an illustrated article beginning on page 58.

TWENTY-SIX MORE RDCs for the New Haven—the order for which is reported elsewhere in this issue—added to 14 in service or on order, will bring the road's total RDC fleet to 40 cars. Nothing has been said about where the new ones will be used. But as Railway Age reported July 14, President F. C. Dumaine, Jr., believes "trains make money." Accordingly, the New Haven is "putting on passenger trains whenever and wherever the opportunity offers," e.g., between Worcester, Mass., and New Lon-

don, Conn., a line which has had no local rail passenger service for some years. Adding the new order to that philosophy might justify the conclusion that southern New England is soon due to get more rather than less rail passenger service.

In Washington

CAPITAL EXPENDITURES OF MORE THAN \$5.6 BILLION (in "1947 dollars") would be needed between January 1, 1951, and some hypothetical future "war" year—"195x"—to put the country's railroads in shape to handle maximum estimated war traffic of 950 billion revenue ton-miles, according to a study just released from the I.C.C.'s Bureau of Transport Economics and Statistics. The same study—which is reviewed in detail beginning on page 54—indicates that capital of \$3.9 billion should be spent in the same indefinite period to handle an estimated 725 billion ton-miles of "preparedness" traffic. The "war" expenditures include, roughly, \$2.7 billion for motive power, \$2.1 billion for freight cars, \$0.6 billion for passenger-train cars, and \$0.2 billion for yards; "preparedness" expenditures involve about \$2 billion for motive power and \$1 billion for freight cars, plus the same amounts as for "war" for passenger cars and yards.

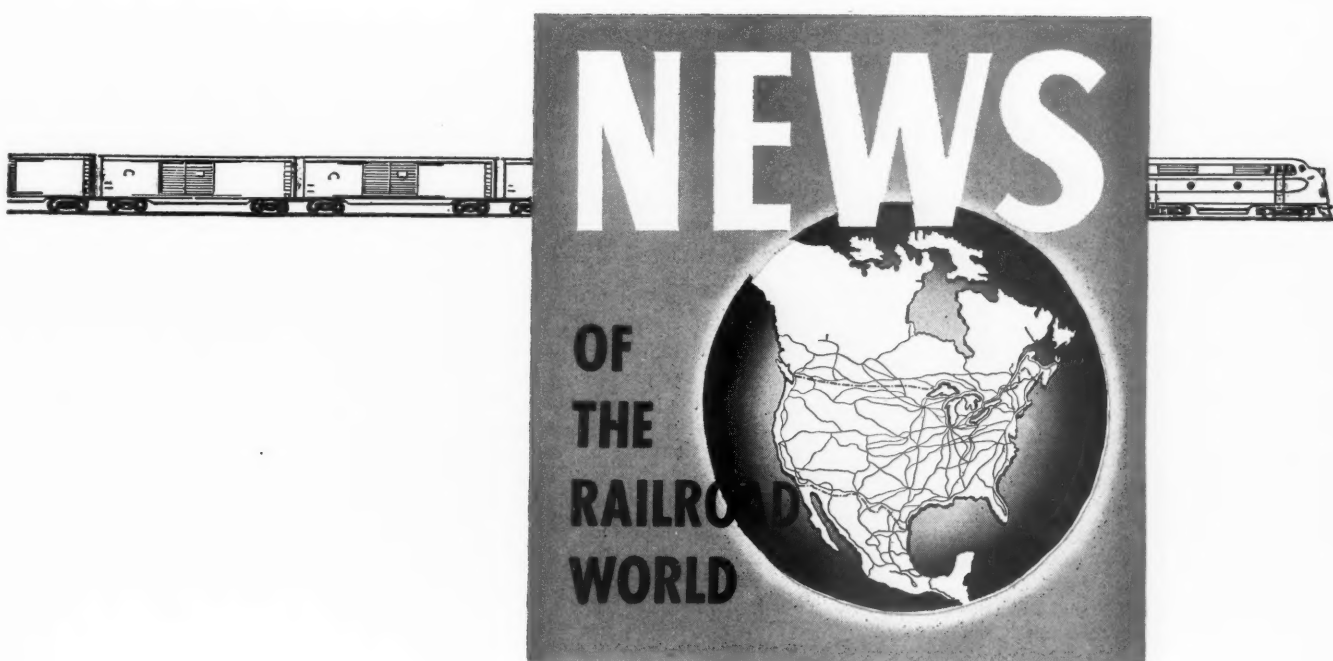
JUNE EARNINGS FIGURES (page 11) look rather better than might have been expected, considering the way rail traffic was reduced by the nationwide steel strike which began in that month. Full effects of the strike, of course, won't show up until July figures are released—and even those, on a national basis, won't reveal the full impact of the strike on the individual lines which were most severely affected.



EDGAR V. HILL, chairman of the Freight Traffic Committee—Central Territory Railroads, has been appointed vice-chairman of the Traffic Executive Association—Eastern Railroads, and chairman of their General Freight Traffic Committee. In both positions he succeeds Nathan W. Hawkes, who has retired after more than 51 years of service in behalf of Eastern and Canadian railroads.

ELECTRIC LIGHT AND POWER COMPANIES, "which for years have stood in the lengthening shadow of government ownership," have acknowledged that the railroads are in even greater peril of nationalization. The acknowledgment came in an August 5 statement by Bayard L. England, president of the Edison Electric Institute and of the Atlantic City (N. J.) Electric Company. In it, Mr. England declared that both industries "face a serious problem through government subsidized competitors"; and that the threat of nationalization to both "should be of the utmost concern to everyone in the country." A special Electric Companies Public Information Program report on the railroads, on which the statement was based, has been sent to leading power and light company executives "to alert them to a danger that could gather momentum and spread to every industry in the country."

COAL AND ORE CARS from all parts of the country are being marshalled and moved into the Minnesota and Michigan ranges in preparation for what promises to be a record all-rail movement of iron ore from the mines to the steel plants. Between 8,000 and 10,000 open-top cars are expected eventually to be assigned to a special ore pool. The A.A.R.'s Car Service Division is keeping shippers informed concerning this movement—insofar as it affects the supply of open-top cars available for other loadings—through the regional Shippers Advisory Boards.



Net Income for First Half Is \$290 Million

Class I railroads in the first half of 1952 had an estimated net income, after interest and rentals, of \$290,000,000, according to the Bureau of Railway Economics, Association of American Railroads.

The 1952 figure compares with net income of \$260,000,000 in the like period last year. Net railway operating income in the six-month period this year totaled \$441,832,593, as compared with \$397,487,647 in six months of 1951.

Estimated results for June 1952 showed net income of \$49,000,000, compared with \$52,000,000 in June 1951. The June 1952 net railway operating income was \$67,875,015. During the

same month last year the net railway operating income totaled \$65,822,444.

In the 12 months ended with June, the rate of return averaged 3.9 per cent, compared with 4.27 per cent for the 12 months ended with June 1951.

Gross in the first half of 1952 amount to \$5,119,129,904, compared with \$5,035,567,042 in the same period of 1951. Operating expenses amounted to \$3,999,615,658, compared with \$3,964,143,107. Thus, gross was up 1.7 per cent, and operating expenses were up 0.9 per cent.

Eighteen Class I railroads failed to

INVESTIGATE TV USE AT B&OCT'S BARR YARD

To determine whether television has useful applications in railroad yard service, the RCA Victor Division of the Radio Corporation of America made preliminary tryouts with an experimental type of TV camera and "monitor" (which includes the viewing screen)—connected by coaxial cable—at the Baltimore & Ohio Chicago Terminal's Barr yard near Chicago on August 5. On the basis of the experiments—which were arranged for by *Railway Age*—it is likely that a formal demonstration of TV in yard operations will be held early in the fall.

Experiments were carried on under the direction of Raymond J. Miller, development engineer for RCA, and Charles Bertrand, assistant superintendent, B&OCT, for the purpose of probing all possible applications for TV—including inspection of running gear; recording of car numbers on inbound lead; and overall supervision by the yardmaster through selective placement of the TV camera at various points in the yard. A wide range

of types of lenses and types of monitor adjustments were tried out.

Origin of the experiment was a continuing inquiry by the American Association of Railroad Superintendents into possible development of television for railroad use. This inquiry led Mr. Miller, at the annual meeting of the superintendents' association in Chicago last June, to make inquiries of individual operating officers for ideas and suggestions as to how industrial television might be applied to railroad operations. *Railway Age* encountered Mr. Miller while he was engaged in his quest for information; directed him to those who were most interested; and suggested actual experiments to determine what might be accomplished with available equipment. G. Murray Campbell, vice-president of the B&O at Chicago, volunteered use of the B&OCT's Barr yard when he learned of the experiment plans.

The camera used in the tests was a newly developed unit, about the size of a home movie camera.

CLASS I RAILROADS—UNITED STATES		
	1952	1951
	Month of June	
Total operating revenues	\$814,337,709	\$855,687,297
Total operating expenses	645,933,706	675,305,954
Operating ratio—percent	79.32	78.92
Taxes	85,590,761	97,028,933
Net railway operating income (Earnings before charges)	67,875,015	65,822,444
Net income, after charges (estimated)	49,000,000	52,000,000
	Six Months Ended June 30	
Total operating revenues	\$5,119,129,904	\$5,035,567,042
Total operating expenses	3,999,615,658	3,964,143,107
Operating ratio—percent	78.13	78.72
Taxes	592,191,515	572,438,812
Net railway operating income (Earnings before charges)	441,832,593	397,487,647
Net income, after charges (estimated)	290,000,000	260,000,000

earn interest and rentals in the first six months of 1952, according to the A.A.R. report.

Joint Committee Holds Retirement Act Hearing

Railroad management and labor joined last week in recommending no action be taken to liberalize railroad retirement benefits until a thorough study can be made of the retirement system's "financial situation."

J. Carter Fort, vice-president and general counsel of the Association of American Railroads, told a joint Senate-House committee that no one should think of urging further liberalization of retirement-act benefits without knowledge of the present financial status of the system. This status, he said, "depends to a considerable extent upon the effect of last year's amendments establishing new relationships between railroad retirement and Social Security."

Lester P. Schoene, counsel for the Railway Labor Executives Association, also took a "wait and see" position. He told the committee that R.L.E.A. favors, at all times, liberalization and improvement of retirement benefits, provided such can be done without undue financial risk to the system. Since his group is not certain as to what the financial situation will be, particularly since passage of retirement-act amendments in 1951, it makes "no specific recommendations at this time."

The 1951 amendments provided, among other things, for a 15 per cent increase in pension and annuity benefits, a 33-1/3 per cent increase in survivors' benefits, and a 25 per cent boost in lump-sum benefits (*Railway Age*, October 29, 1951, page 14).

The hearing last week was called by Senator Douglas, Democrat of Illinois, as chairman of the Joint Congressional

Committee on Railroad Retirement (*Railway Age*, July 28, page 18). The senator explained this first hearing was limited to proposals for liberalizing and expanding retirement act benefits. Later hearings will go into the financial status of the system, and its relationship with Social Security.

Murray W. Latimer, former chairman of the Railroad Retirement Board, represented the four major operating brotherhoods at the one-day session. He likewise had "no recommendations at this time."

Other witnesses at the hearing included David B. Schreiber, associate general counsel of the retirement board. He reviewed various liberalization proposals contained in bills introduced during the 82nd Congress. These bills died with adjournment of the Congress, and would have to be re-introduced when the new Congress meets next year.

Mr. Fort noted that it will be "some time" before effects of the 1951 amendments can be appraised. He said present taxes under the act do not appear sufficient to finance increased benefits, and he added that taxes on the railroads and their employees already are "so high they cannot be increased."

A.A.R. vice-president said it would be "premature" to make specific recommendations at this time. This idea was in line with Mr. Schoene's suggestion that the committee study means for liberalizing retirement-act benefits, meanwhile allowing more time appraising the effects of the 1951 amendments.

Electro-Motive Loses Appeal on Allocations

The appeal of the Electro-Motive Division, General Motors Corporation, for revision of the formula under which controlled materials are allocated to

TOWARD IMPROVED FREIGHT CAR EFFICIENCY

A 32-page pamphlet, setting forth practical ways and means to obtain greater efficiency in freight car utilization, will be available shortly. The pamphlet will be a reprint of the six articles on car efficiency by E. W. Coughlin, manager of railroad relations of the Car Service Division of the Association of American Railroads, which were published in *Railway Age* February 11, March 24, April 21, May 26, June 23 and July 28. It will contain the full text of all six articles, including illustrations and diagrams.

Price of the pamphlets, postpaid, will be: Single copies, 50 cents each; in lots of 10, 45 cents each; in lots of 25, 40 cents each; in lots of 100, 35 cents each. Orders should be sent to the Managing Editor, *Railway Age*, 30 Church street, New York 7, N. Y.

builders of railroad-type diesel-electric locomotives has been denied by the Appeals Board of the National Production Authority.

Under the formula which it sought to have revised, Electro-Motive is allocated controlled materials in amounts calculated to provide for production by it of 51.4 per cent of the diesel units produced by all builders. This formula was a revision of a previous one under which Electro-Motive's proportion was 59.4 per cent.

The earlier formula covered only allocations for diesel locomotives for service on railroads in this country; and only four builders were involved. The new formula provides for nine companies, thus covering builders of diesel-electrics for all uses—U. S. railroad, industrial, and export. The formula is based on company outputs during the years 1948, 1949 and 1950.

Among other pleadings in its presentation to the Appeals Board, Electro-Motive objected to this base period. It said that it spent \$35 million to expand its production facilities about 75 per cent during the 1948-1951 period.

Mail Pay Case Reopened For Formula Modification

The Interstate Commerce Commission has reopened the mail pay case for the purpose of considering proposed modifications of the terminal-service part of the pay formula. The proceeding is docketed as No. 9200, and the reopening order, dated July 21, was issued in response to a joint petition filed by the railroads and Postmaster General.

The proposed modifications would affect rates for terminal services on so-called storage mail, and they would become effective as of July 1. The commission recently approved an "alternative method" which the parties agreed upon as a basis of compensation for such services during the 18-month peri-



THE CUPOLA-TYPE CABOOSE, as typical of American railroading as the steam locomotive, may be headed in the same general direction, if bay window cabooses continue to increase in popularity. Latest railroad to join the trend is the Erie, which is trying out this pilot model over its entire system

to get reactions of freight crews before beginning construction on an order for 50. The prototype caboose is eight feet longer than standard; has passenger-car trucks; insulated walls; and a number of other features designed to promote comfort and safety of train crews.

od from January 1, 1951, through June 30, 1952. (*Railway Age* of July 28, page 17, and June 23, page 86.)

Freight Car Loadings

Loadings of revenue freight in the week ended August 2 totaled 732,920 cars, the Association of American Railroads announced on August 7. This was an increase of 125,649 cars, or 20.7 per cent, compared with the previous week; a decrease of 80,468 cars, or 9.9 per cent, compared with the corresponding week last year; and a decrease of 104,510 cars, or 12.5 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended July 26 totaled 607,271 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, July 26			
District	1952	1951	1950
Eastern	101,296	140,077	149,547
Allegheny	93,141	172,323	177,568
Pocahontas	47,185	64,877	62,271
Southern	114,146	122,081	123,758
Northwestern	76,374	140,979	141,341
Central Western	116,672	119,972	127,520
Southwestern	58,457	60,167	63,006
Total Western Districts	251,503	321,118	331,867
Total All Roads	607,271	820,476	845,011
Commodities:			
Grain and grain products	58,553	60,005	62,534
Livestock	6,299	6,778	6,907
Coal	105,041	146,257	154,673
Coke	4,134	17,260	15,126
Forest products	49,561	49,012	48,633
Ore	12,268	93,096	85,326
Merchandise l.c.l.	68,432	69,735	84,293
Miscellaneous	302,983	378,333	387,519
July 26	607,271	820,476	845,011
July 19	608,957	805,378	830,076
July 12	572,387	779,308	789,406
July 5	447,396	588,159	553,910
June 28	649,172	821,615	783,520

Cumulative total
30 weeks20,772,128 22,911,634 20,903,153

In Canada.—Car loadings for the seven-day period ended July 21 totaled 81,943 cars, compared with 80,857 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
July 21, 1952	81,943	30,040
Cumulative Totals		
July 21, 1952	2,245,584	979,859

Knudson Praises Carrier Work in Earthquake Area

Defense Transport Administrator James K. Knudson praised Pacific Coast railroads and motor carriers for the way they overcame transportation problems created by the July 21 earthquakes in California.

Action by the carriers was such that only one federal emergency order was necessary, despite widespread damage to railroad facilities and highways, Mr. Knudson said. The emergency order authorized re-routing of freight because tunnel damage blocked the 26-mile rail line between Caliente, Cal., and Tehachapi.

Reports received by D.T.A. indicated severe damage to these tunnels. In one instance, track was uprooted and buried deep beneath concrete lining walls, Mr. Knudson said. In another tunnel, the entire line of track dropped 40 feet.

"Blocking the Techachapi tunnels closed the southern rail gateway to the vast central valley of California, but through freight was moved into and out of the valley around the blockade by re-routing along the coastal line between Los Angeles and Oakland, where connection was made for the northern end of the valley; by diverting traffic ordinarily moved via the southern route to the central route through Ogden, Utah, and Sacramento; and even by moving empty cars east into the California valley through Portland, Ore.," Mr. Knudson reported.

By afternoon on the day the earthquake struck, perishable fruits and vegetables were moving out of the San Joaquin Valley, and empty freight cars were moving into the area for loading, Mr. Knudson said.

Mr. Knudson's commendation of the carriers was contained in letters sent last week to President William T. Faricy, Association of American Railroads; J. M. Hood, president, American Short Line Railroad Association; Walter F. Mullady, president, American Trucking Associations, and Arthur M.

Hill, president, National Association of Motor Bus Operators.

CNJ to Adjust Passenger Service to Cut Losses

To enable it "to continue to provide essential service to the thousands of commuters who are dependent on the railroad for transportation to and from work," the Central of New Jersey has filed with the New Jersey Board of Public Utility Commissioners a petition for permission to rearrange some of its passenger train schedules.

In announcing the petition at a press luncheon on August 5, CNJ President E. T. Moore also revealed:

1. That his company plans a substantial increase in its public and employee relations activities, following appointment of Robert L. Barbour as director of public relations (*Railway Age*, July 28, page 56);

2. That the Central of Pennsylvania's new \$3.5-million freight classification yard at Allentown, Pa., is currently being placed in full operation; and

3. That plans are underway to re-consolidate into a single operating unit the CNJ and the CofP, following the recent refusal by the United States Supreme Court to review a New Jersey court decision that net railway oper-



United Press Telephoto

EARTHQUAKES in southern California on July 21 and 25 caused considerable damage to the line used jointly by the Southern Pacific and

the Santa Fe between Bakersfield and Mojave (*Railway Age*, August 4, 1952, page 15). Typical of the damage is this SP track near Tehachapi.

Bi-monthly list of Meetings and Conventions begins on page 79.

ating income of both companies is subject to New Jersey state franchise taxes (*Railway Age*, March 10, page 90). The operating combination of the two companies will, Mr. Moore declared, permit elimination of "duplicate taxation," which, while less than the New Jersey taxes which separation of the two companies sought to avoid, will still be "substantial."

Most of the proposed train-service changes, Mr. Moore said, consist of consolidations, or minor schedule adjustments, plus, in a few cases, substitution of buses for poorly patronized trains. The changes, the road estimates, will affect less than 10 per cent of its total annual passenger traffic, but will involve about 40 of its 204 daily Monday-through-Friday trains.

If the changes are approved in full, it is estimated they will produce an
(Continued on page 18)

SUPPLY TRADE

The Electro-Motive Division of General Motors Corporation has moved its Southeast region headquarters to Jacksonville, Fla., from Washington, D.C. Headquarters of sales and service activities, with **R. L. Terrell**, southeast regional manager remaining in charge, are now at 118 West Adams street, Jacksonville. The shift in location is planned to provide closer liaison on sales and service activities, and on activities of the Jacksonville rebuild branch, between E.-M.D. sales and service personnel and southeastern railroads.



SEAFARING RAILROADERS—When officers of the Boston & Maine and the Canadian National met in Boston recently they got together aboard the CN steamship "Lady Rodney," which was then in port. In the above group are, left to right: Robert F. Cowan,

Work on a new plant and office building at Barrington, Ill.—a Chicago suburb—has been begun by the **Barco Manufacturing Company**. The new plant, at 500-530 Hough street, will contain approximately 103,000 sq. ft. of floor area, providing needed additional space in a more efficient type of building. The building is expected to be ready for occupancy around the first of next year, at which time the company will vacate its present facilities in Chicago.

The **John N. Thorp Company**, 78 Middagh street, Brooklyn 2, through its sales manager, **H. Fred Jorgensen**, has recently established an office and warehouse at 20 Roanoke avenue, Norfolk, Va. **John C. Midgette** and **George Sinkez** have been appointed representatives.

William F. Jones has been appointed manager of sales, Chicago district office, of **United States Steel's** National Tube division, succeeding the late **J. S. Raymond**.

The **Minneapolis-Honeywell Regulator Company** has expanded the sales organization of its transportation division with the appointment of three new field engineers and the addition of other personnel in a number of major cities. **James Ayers**, formerly with the Electro-Motive Division of General Motors Corporation, has been appointed field engineer in San Francisco; **Anthony J. Orlando**, formerly with the New York Central, field engineer in New York; and **John McSweeney**, field engineer in Cleveland. **Milton Edgren**, formerly with the Pullman Company, and **Allen F. Blanding**, formerly service installation manager of Honeywell's Syracuse, N. Y., branch office, have been appointed application and service engineers in Chicago and New York, respectively. **Donald Plasterer**, formerly with International Business Machines, has been appointed ap-

plication engineer in Chicago. **W. R. Barnard**, field engineer, has been transferred from Richmond, Va., to Philadelphia; **K. E. Koza**, field engineer, from Chicago to St. Louis; and **T. R. Wagner**, from the commercial division to transportation engineer at Minneapolis.

John W. Queen has been appointed manager of the Cleveland plant of **Joseph T. Ryerson & Son**, effective August 15. Mr. Queen has been in Cleveland for the past two months, assisting **William O. Springer**, plant manager since 1945, who has been transferred to the east for special administrative duties while awaiting reassignment in the organization.

Rufus E. Dudley, assistant metallurgical engineer on the staff of the steel division of the **Bethlehem Steel Company**, has retired.

The **Frank G. Hough Company**, Libertyville, Ill., has assigned two new district representatives to replace **J. Suter**, who has joined the **Cornhusker Tractor & Equipment Co.**, a Hough distributor, at North Platte, Neb. **D. Daily** and **D. Lewis**, with headquarters at Minneapolis and Kansas City, respectively, will work with Hough distributors in application of Hough Payloader tractor shovels and tractors.

Stewart Brothers, Inc., 5303 West Harrison street, Chicago, has been acquired by **Instrument Laboratories**, 315 West Walton place, Chicago, and will be operated as Stewart Brothers, division of Instrument Laboratories.

Donald R. Jenkins has been appointed manager of the newly formed gas turbine application engineering section of the steam division of the **Westinghouse Electric Corporation**, at South Philadelphia, Pa. The section has been formed to handle all company negotiations involving gas turbines for land and marine service. Mr. Jenkins has been an application engineer in the electric utility department of the district office in Salt Lake City since February 1951.

Donald P. Berne, formerly sales representative at the Cincinnati branch of the **Howe Scale Company**, has been promoted to Minneapolis branch manager. **William J. Tucey** has been promoted to San Francisco branch manager, to succeed **Lierd E. Grant**, who has been transferred to Los Angeles.

The **Farr Company**, of Los Angeles, has appointed **Robert S. Bebb**, of Los Angeles, as division sales manager, supervising the Western division. **James E. Matuska**, of Seattle, has been appointed district sales manager for the Northwest district.

An expanded Eastern traffic division office in Chicago—919 North Michigan

avenue—headed by **James J. Drury** and **B. M. Fischer**, has been announced by the **Kaiser Aluminum & Chemical Corp.** Mr. Drury, formerly with the general traffic department at Oakland, Cal., has been appointed division manager, with supervision over traffic at the company's plants in Newark, Ohio; Halethorpe, Md.; Baton Rouge, La., and Chalmette.

William G. Van Beckum has been appointed director of research and development for the **Pacific Lumber Company**, with headquarters at San Francisco. With Mr. Van Beckum's appointment, continuing development will be carried on in the manufacture of red-wood bark fiber for use in lubricating oil filters for diesel locomotives.

OBITUARY

Frederick William Alger, 58, assistant vice-president of the Pullman-Standard Car Manufacturing Company, died on August 3, at his home in Chicago.

Max Schiller, 65, retired vice-president and treasurer of the Superheater Company, now a division of Combustion Engineering-Superheater, Inc., died recently.

EQUIPMENT AND SUPPLIES

4,013 Tank Cars Built In 1952's First Half

A total of 4,013 tank cars were completed and assigned to service in the first six months of 1952, and carbuilders entered the second half with 5,130 cars still on order, the Defense Transportation Administration reported last week.

D.T.A. said 4,071 tank cars originally were scheduled for completion during the final six months of this year, but the recent steel strike will cut production to no more than 2,000.

The 4,013 cars built in the first half of the year included those for domestic service, export, and the Department of Defense, D.T.A. reported.

PASSENGER CARS

The **New York, New Haven & Hartford** has ordered from the Budd Company 26 rail-diesel cars (RDCs). Added to the eight RDC-1s which the New Haven already has in service, and the three RDC-1s and three RDC-3s, which it has on order for its Naugatuck Valley line between Bridgeport, Conn., Waterbury and Winsted, the 26 new units will bring the road's total RDC fleet up to 40 cars, to make it the largest single user of them. No announcement has yet been made as to

where the 26 new cars will be used, but a spokesman for the road said they would probably be assigned to regular and standby service on various parts of the system. Cars now in service — "Shoreliners"—are being used between Boston and Providence, Boston and Hartford, and Boston and Cape Cod points, and between Worcester, Mass., and New London, Conn.

FREIGHT CARS

The **Grand Trunk Western** has ordered 100 70-ton gondola cars from the General American Transportation Company, at a cost of \$649,464.

The **Nashville, Chattanooga & St. Louis** has ordered 75 covered hopper cars from the Pullman-Standard Car Manufacturing Company. These are in addition to 25 similar cars now on order from the same manufacturer.

LOCOMOTIVES

The **Northern Pacific** has ordered eight diesel-electric locomotive units, as follows: From the American Locomotive-General Electric Companies, for delivery in October, three 1,600-hp. road-switching and three 1,000-hp. switching units; and from the Electro-Motive Division of General Motors Corporation, for delivery in December, one 1,500-hp. road-switching unit and one 1,200-hp. switching unit. The 1,600-hp. units will replace steam power in local freight service between Dilworth, Minn., and Jamestown, N.D., and on the Fargo Southwestern and Oakes branch lines in North Dakota and Minnesota. The 1,500-hp. road-switcher will operate in St. Paul-Minneapolis transfer service, and the four switchers will be used in yard service in the Twin Cities, Duluth and Butte.

SIGNALING

The **Chicago & North Western System** has ordered from the General Railway Signal Company 21 sets of intermittent inductive train control equipment for installation on six C&NW diesel switching locomotives and on 15 **Chicago, St. Paul, Minneapolis & Omaha** road diesel locomotives.

IRON & STEEL

The **Central of New Jersey** has ordered 1,190 tons of rail and 30 tons of structural steel from the Bethlehem Steel Company.

CAR SERVICE

The I.C.C. on July 30 set back to August 11 the expiration dates of two service orders which were issued to meet conditions arising as a result of

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended August 2 were announced by the Association of American Railroads on August 7 as follows:

	Surplus	Shortage
Plain Box	2,604	1,417
Auto Box	741	0
Total Box	3,345	1,417
Gondola	5,541	507
Hopper	10,117	275
Covered Hopper ..	25	16
Stock	1,674	35
Flat	62	56
Refrigerator	2,918	0
Other	675	5
Total	24,357	2,311

the strike in the steel industry. The orders were Nos. 884 and 885 whereby railroads could get authority to load cars with ex-lake iron ore and import coal, holding such cars free of demurrage. In a circular announcing the commission's action, Chairman A. H. Gass of the Car Service Division, A.A.R. included this explanation:

"These orders were extended because of the fact that not all of the mills have settled their strikes and resumed operations. Coincident with the extension . . . outstanding permits covering all steel plants which have made settlements with the union have been cancelled effective at 11:59 p. m. July 31. The only permits remaining in effect are those covering plants which are not settled. . . ."

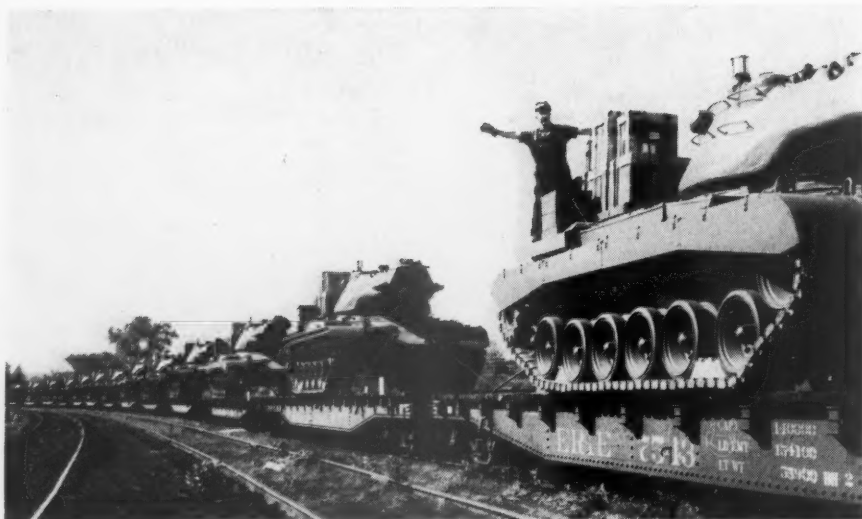
FINANCIAL

I.C.C. Urged to Deny Competitive Bid Relief

Opposition to the granting of competitive bidding relief on a railroad bond issue was submitted to the I.C.C. last week by the Antitrust Division of the Department of Justice. The division filed its "representations" in a case in which the Southern seeks authority to negotiate for private sale of a \$46,000,000 bond issue. (*Railway Age*, July 14, page 87).

Referring to the "rash of applications" for competitive bidding relief which have come before the I.C.C. recently, the Justice Department said it is "concerned" about the "increasing onslaught against competitive bidding." It urged denial of the Southern's application.

The Southern's proposed \$46,000,000 bond issue would provide funds to help pay off other bonds which mature in 1953 and 1956. By paying a "reasonable stand-by charge," the road would



A LONG STRING of combat-ready M-47 medium tanks pulls away from the ordnance plant of the American Locomotive Company in Schenectady, N. Y., for delivery to armored troops. Each tank carries a complete set of spare and component parts to make it instantly ready for operation in any part of the world. The M-47 features a new high velocity 90-mm. gun, dual fire control apparatus, and an 810-hp. V-12 engine, making it one of the hardest hitting and most maneuverable tanks ever produced.

Alco has just announced receipt of a \$200-million order for T-48 medium tanks and spare parts, which raises the company's total backlog of defense work to approximately \$950 million. The switchover from production of M-47 to T-48 tanks will be made "probably sometime early next year," Duncan W. Fraser, Alco chairman and president, said. The T-48 tank is described as "radically different" from the M-47, although some of the components of both types are the same.

avoid actually issuing a large portion of the new bonds until needed in 1956. The Antitrust Division found this stand-by provision "quite different" from stand-by arrangements approved by the I.C.C. in other recent cases.

Other opposition to the Southern application had previously been filed by the Federation for Railway Progress, and the financial firm of Halsey Stuart & Co. The latter groups also filed statements against a similar Illinois Central application. As noted in *Railway Age* of July 28, page 53, the IC is seeking competitive bidding relief on a proposed \$62,000,000 issue of series E consolidated mortgage bonds.

Halsey Stuart urged the commission to deny the Southern and IC applications, and advised that it would bid on the issues if given an opportunity.

The F.R.P. told the commission it felt exemptions from competitive bidding should be "narrowly confined," and that all requests for relief should be "carefully scrutinized to assure that they are not predicated on flimsy or even manufactured grounds." Both the Southern and IC applications fall far short of disclosing adequate grounds for competitive bidding relief, the F.R.P. said.

Conemaugh & Black Lick.—*Stock Dividend.*—This road, a wholly owned subsidiary of the Bethlehem Steel Corporation, has asked the I.C.C. for authority to issue 5,000 shares of \$100 par stock to pay a \$500,000 dividend. The road has 5,000 shares outstanding at present, and the additional shares

would make its capitalization "more nearly in accord with its investment." Present capitalization of \$500,000 is not commensurate with its investment in property, the road said.

Gulf, Mobile & Ohio.—*Trackage Rights into Birmingham, Ala.*—This road has asked the I.C.C. for authority to increase to \$125,000 the annual rental it pays for use of Louisville & Nashville trackage between Tuscaloosa, Ala., and Birmingham. The GM&O uses this trackage under a trackage rights agreement approved by the I.C.C. last March. The commission fixed annual rental at \$100,000. The roads had previously agreed on \$125,000, and the present application, if approved, boosts rental to the latter rate.

Southern Pacific.—*Stockholders Approve Stock Split.*—Stockholders of the SP voted to amend the company's certificate of incorporation to double the number of authorized shares at a special meeting held in Wilmington, Del., on August 5. The certificate of amendment, increasing the number of shares from 5,944,518 without par value to 11,889,036, was to be filed to become effective at the close of business August 7. Certificates for the additional shares will be mailed to stockholders August 27. In announcing the stockholders' action, President D. J. Russell said the purpose is to create an opportunity for wider public ownership of the stock by placing it initially in a popular price range.

Security Price Averages

	Aug. 5	Prev. Week	Last Year
Average price of 20 representative railway stocks	64.20	63.94	54.60
Average price of 20 representative railway bonds	92.93	93.10	92.37

Dividends Declared

CLEVELAND & PITTSBURGH.—7% regular guaranteed, 87½¢, quarterly; 4% special guaranteed, 50¢, quarterly, both payable September 2 to holders of record August 8.

COPPER RANGE.—5% non-cumulative preferred, \$1.50, payable August 30 to holders of record August 20.

FORT WAYNE & JACKSON.—5% preferred, \$2.75, quarterly, payable September 4 to holders of record August 21.

ST. LOUIS-SAN FRANCISCO.—50¢, payable September 16 to holders of record September 2.

SOUTHERN.—\$1, quarterly, payable September 15 to holders of record August 15.

New Securities

Division 4 of the I.C.C. has authorized:

CHICAGO, INDIANAPOLIS & LOUISVILLE.—To assume liability for \$1,500,000 of equipment trust certificates, to finance in part 310 freight cars costing an estimated \$1,875,000 (*Railway Age*, July 21, page 56). Division 4 approved sale of the certificates at 99.379 with interest at 3¼ per cent—the bid of Halsey Stuart & Co.—which will make the average annual cost of the proceeds to the road approximately 3.37 per cent. The certificates, dated August 15, will mature in 15 annual installments of \$100,000 each, beginning August 15, 1953. They were reoffered to the public at prices yielding from 2.2 to 3.4 per cent, according to maturity.

RAILWAY OFFICERS

EXECUTIVE

George Dunglinson, Jr., executive vice-president of the NORFOLK & WESTERN at Roanoke, Va., retired on August 1, after 44 years of service, but will continue to act in an advisory capacity as chairman of the railway's Development



George Dunglinson, Jr.

Committee. The position of executive vice-president has been abolished. M. Dunglinson was born at Cocker-mouth, Cumberland, England, on July 3, 1882, and attended Alabama Polytechnic Institute (B.S. 1904). He began his career in 1904 as a mining engineer in the coal fields of southern

West Virginia and joined the N&W in 1908 as a member of its Car Allotment Commission. Nine years later he was promoted to assistant to the general manager and in June 1920 was appointed manager of the railway's fuel department at Bluefield, W. Va. On December 1, 1936, Mr. Dunlinson was appointed assistant vice-president in charge of traffic at Roanoke, and in October 1938 was named vice-president in charge of traffic. He held that position until January 1, 1949, when he became executive vice-president.

Col. W. W. Sullivan, who has been head of the Railroad Division of the Reconstruction Finance Corporation for the past 20 years, has been elected president of the newly reorganized **MERIDIAN & BIGBEE**, at Meridian, Miss. **Virgil V. Myers**, general manager and general freight agent of the company under trusteeship, has been appointed vice-president. The name of the road has been changed from Meridian & Bigbee River.

George H. Minchin, senior vice-president of the **ATCHISON, TOPEKA & SANTA FE**, has retired after 50 years of service. Mr. Minchin began his railway career as a yard clerk for the Santa Fe at La Junta, Colo., in 1902. His subsequent career included several clerical positions until 1917, when he was appointed trainmaster. He became assistant superintendent in 1920, serv-



George H. Minchin

ing at various points, and in 1922 was named superintendent of the Illinois division at Chillicothe, Ill. In 1939 he became assistant general manager, and in 1942 was appointed to the newly created position of assistant vice-president. He became vice-president, operating department, in 1943, and senior vice-president in 1950.

FINANCIAL, LEGAL & ACCOUNTING

Richard Hubbard Mansfield, an assistant treasurer of the **NEW YORK CENTRAL** and affiliated companies at New York for 15 years, retired on July 31, after 46 years of service.

A. L. Green, special representative of the Freight Claim Division of the **ASSOCIATION OF AMERICAN RAILROADS**, has retired after 32 years of service in that capacity. Mr. Green's railway career began with the **New York Central** in 1899, in the freight claim department. He headed the loss and damage claim investigation division, and was



A. L. Green

chief freight claims adjuster for the NYC for several years. Following this, he was secretary, successively, for the Claims Committee, Eastern region, of the U. S. Railroad Administration; Eastern Claim Conference; and eastern railroad chiefs of police, U. S. Railroad Administration. He was regional claim agent, Eastern region, of the U.S.R.A., before being appointed special representative of the Freight Claim Division, A.A.R., in 1920.

Clark A. Eckart, assistant western counsel for the **GREAT NORTHERN** at Seattle, has been appointed general attorney, Lines West. **R. Paul Tjossem** and **Woodrow L. Taylor**, assistant western counsel, have both been appointed assistant general attorneys at Seattle.

Paul W. Kirk, assistant freight claim agent of the **SEABOARD AIR LINE** at Portsmouth, Va., has been appointed freight claim agent there, succeeding **James L. Walker**, who has retired at his own request, after 46 years of service. **Walter C. Scott, Jr.**, who has been associated with the law department of the Seaboard since 1948, has been named commerce attorney at Norfolk.

E. J. Denyar, **George Gillings** and **P. H. Davies** have been appointed assistant treasurers of the **CANADIAN NATIONAL** at Montreal. **Frank H. Ciholks** has been named assistant to the treasurer.

The newly reorganized **MERIDIAN & BIGBEE** has announced the following appointments: **Leo Nielson**, secretary; **Miss Catherine Sullivan**, assistant secretary and treasurer; **Miss Irene M. Parker**, assistant treasurer, and

George M. Young, chief auditor. The name of the road has been changed from Meridian & Bigbee River.

Benjamin F. Slemmer, chief clerk in the freight claim department of the **LEHIGH VALLEY**, has been appointed freight claim agent at New York, succeeding **Harry E. Snyder**, who has retired under the pension rules of the company, after 36 years of service.

OPERATING

The **CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC** has announced the following headquarters changes for 15 of its operating department employees, "to increase efficiency through enabling our supervisors to familiarize themselves with the varied conditions existing on the 11,000-mile system": *Assistant superintendents*—**W. T. Stewart** from Bensenville, Ill., to Wausau, Wis.; **R. F. Fairfield** from Sioux City, Iowa, to Bensenville; **R. W. Graves** from Beloit, Wis., to Mason City, Iowa; **M. T. Sevedge** from Green Bay, Wis., to Milwaukee, Wis.; **S. E. Herzog** from Wausau to Beloit; and **R. L. Hicks** from Milwaukee to Green Bay; *trainmasters*—**E. P. Snee** from Spokane, Wash., to Bensenville; **R. H. Love** from Milwaukee to Portage, Wis.; **W. F. Plattenberger** from St. Paul Minn., to Milwaukee; **R. W. Riedl** from Portage to St. Paul; **R. H. Jensen** from Milwaukee to Austin, Minn.; **J. W. Stuckey** from Chicago to Austin; **J. D. Simon** from Butte, Mont., to Sioux City; **F. H. Ryan** from Mason City to Deer Lodge, Mont.; and **R. C. Jones** from Milwaukee to Spokane. **R. R. Balsbaugh** and **J. R. Werner**, transportation assistants at Chicago, have been appointed trainmasters at Milwaukee and at Milwaukee Terminals division, respectively.

H. L. Bell, superintendent of the Houston division of the **SOUTHERN PACIFIC**, has been appointed assistant general manager at Houston, Tex. **E.**



H. L. Bell

P. Evans, assistant superintendent, succeeds Mr. Bell. **E. E. Barnett**, assistant superintendent at Lafayette, La.,

has been transferred to Houston. **R. W. Hickman**, trainmaster at Edinburg, Tex., has been named assistant superintendent at Victoria, Tex., succeeding **J. D. Ramsey**, who has been transferred to San Antonio. **C. A. Grasso**, assistant trainmaster, succeeds Mr. Hickman, while **R. E. Dipprey**, assistant trainmaster, has been transferred to Lufkin, Tex.

Mr. Bell started his railroad career as a cost estimator in the chief engineer's office at Houston in 1919. He served as division engineer, assistant superintendent and superintendent, becoming superintendent at Houston in 1945.

Howard Hale, assistant general manager of the ST. LOUIS-SAN FRANCISCO, has been appointed general superintendent of transportation, at his own request, succeeding **H. H. DeBerry**, who has been named assistant general manager. **E. O. Daughtrey**, superintendent at Springfield, Mo., has been transferred to Amory, Miss. **G. H. Jury**, superintendent at Tulsa, Okla., succeeds Mr. Daughtrey. **L. W. Menk**, superintendent at Amory, succeeds Mr. Jury at Tulsa. **V. J. Deckard**, safety supervisor at Springfield, has been appointed terminal trainmaster at the same point, succeeding **A. C. Hart**, who has been transferred to St. Louis.

G. H. Voss, assistant superintendent of the Chicago division of the CHICAGO, ROCK ISLAND & PACIFIC, has been transferred to Ft. Worth, Tex. **J. D. Loftis, Jr.**, trainmaster at Fairbury, Neb., has been appointed assistant superintendent of the Chicago division. **C. E. Kline**, trainmaster at El Dorado, Ark., has been transferred to Fairbury. **T. A. Gibbs**, assistant trainmaster at Ottawa, Ill., succeeds Mr. Kline.

George B. Moser, trainmaster of the PITTSBURGH, CHARTIERS & YOUGHIOGHENY at McKees Rocks, Pa., has been appointed superintendent of the PITTSBURGH & OHIO VALLEY at Pittsburgh, succeeding **Chester G. Gibson**, who has retired after 50 years of service with that company.

H. P. Thinnies, assistant to the general manager of the NICKEL PLATE at Cleveland, has been appointed assistant general superintendent at Bellevue, Ohio. **Howard B. Wodcock**, trainmaster of the Buffalo division, succeeds Mr. Thinnies at Cleveland. Mr. Thinnies joined the Nickel Plate as a special apprentice in the mechanical department at Lima, Ohio, after graduating from Purdue University with a mechanical engineering degree in 1937. During World War II, he was attached to a railroad operating battalion in Iran. Returning to the Nickel Plate as a transportation engineer in Cleveland, he became, successively, assistant trainmaster of the Fort Wayne division, assistant superintendent of the Lake Erie & Western district at Muncie, Ind., and

terminal superintendent at Chicago. He was appointed assistant to the general manager at Cleveland on July 1 of this year.

C. C. Gaudio, manager of the Air Express division of the Central departments of the RAILWAY EXPRESS AGENCY at Chicago, has been named superintendent of the Southern Ohio division at Cincinnati. He is succeeded by **J. G. Byrnes**, supervisor of the employee and public relations department of the agency at New York. Mr. Gaudio started his express career in 1925 at Chicago. After a series of advancements, he was named special representative there in 1945. In 1946 he was appointed manager, Air Express division, for the Central departments.

TRAFFIC

J. S. Chartrand, general freight agent for the GULF, MOBILE & OHIO at St. Louis, has retired after 51 years of service.

W. A. Schackelford, general agent of the CANADIAN PACIFIC at Cincinnati, has been transferred to Boston, succeeding **George P. Carbrej**, who has retired on pension, after 46 years of service. **J. J. Brown**, chief clerk in the passenger department at New York, has been appointed district passenger representative at Atlanta, Ga., succeeding **L. P. Dooley**, who has been named general agent at Cincinnati.

Eugene E. Culbreath has been appointed general eastern agent of the PIEDMONT & NORTHERN and the DURHAM & SOUTHERN at New York, succeeding **J. C. Heil**, resigned. Mr. Culbreath was district freight agent at Anderson, S. C., from November 1947 until his recall into the Army in 1950.

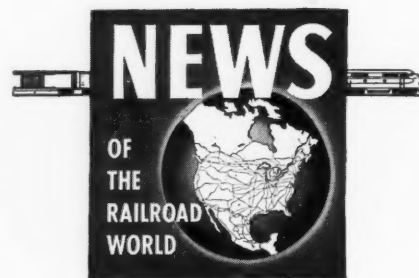
Russell D. Gray has organized "Railway Sales & Service" to provide traffic representation in the New York area for medium-sized and smaller railroads, and has opened an office at 500 Fifth avenue. The new service has as its first account the BESSEMER & LAKE ERIE.

MECHANICAL

Max A. Herzog, chief chemist for the ST. LOUIS-SAN FRANCISCO, has been promoted to engineer of tests at Springfield, Mo. Mr. Herzog will head a new department established to handle the testing of all oils and other materials, inspection of water, and similar activities, for the entire system.

ENGINEERING AND SIGNALING

C. U. Kitzmiller, assistant division engineer for the CHICAGO, ROCK ISLAND & PACIFIC at El Reno, Okla., has been appointed division engineer at the same point.



(Continued from page 14)

annual saving of about \$500,000, cutting the company's "out-of-pocket" passenger loss from about \$2,500,000 a year to around \$2,000,000. "Do you," Mr. Moore asked the press representatives, "know of any other form of transportation which would contribute \$2,000,000, cash, per year, to maintain transportation service essential to the public?"

Santa Fe Officers Complete U.S.C. Course

Thirty-two representatives of "middle management" on the Santa Fe completed on August 1 a six-weeks' course—in the "major problems that face this country and what can be done to preserve the American way of life"—at the University of Southern California. (*Railway Age*, May 5, page 12)

The need for such an educational opportunity was expressed last fall by Santa Fe President Fred G. Gurley, who is a trustee of the U.S.C.; and President Fred D. Fagg of the university designed a "package course to fit Santa Fe's needs." The course was under the direction of Dean Lawrence C. Lockley of the university's School of Commerce, with whom were associated five other professors—from the departments of economics, political science, retailing, finance and accounting. The head of the university's department of public speaking was later added to the group.

The course, which was designated as the "Institute of Business Economics," included lectures on the contest for power between government, business and labor; the nature of competition and ways of preserving it; the federal government's attempt to control business; immediate and ultimate effects of higher taxes; and the problem of inflation and the national debt.

Philosophy and goals of the American system of free enterprise were outlined in later sessions with an appraisal of labor-management relations, the need for labor organizations and their place in society, and the responsibilities of executives.

The group then studied the structure and performance of the enterprise economic system and the role of our political system, with its emphasis on individual citizens as the repository of political power. Challenges of fascism,

(Continued on page 73)

Five Months' Buying Tops a Billion

1952 RAILWAY PURCHASES*

	May (000)	Five Months Totals 1952 (000)	Five Months Totals 1951 (000)
Equipment*	\$19,547	\$234,505	\$565,693
Rail	6,928	37,991	41,523
Crossties	9,938	46,147	33,686
Other Material	98,982	505,320	599,053
Tot. from Manufacturers	\$135,395	\$823,963	\$1,239,955
Fuel	39,040	235,986	278,846
Grand Total	\$174,435	\$1,059,949	\$1,518,801

*Subject to revision

**Amount placed on order

Railroad purchases of materials, supplies and fuel during the first five months of 1952 amounted to \$825,444,000, a decrease of 13 per cent from expenditures for similar items during the same period last year. Orders for new equipment in the five months totaled \$234,505,000, bringing total purchases for January-May, inclusive, to \$1,059,949,000. For the same period last year the total was \$1,518,801,000.

The largest factor in the decrease in railroad buying so far this year is the decline in equipment orders. Last year's orders in the first five months were more than double, in dollar value, those in the 1952 period. Freight car orders, particularly, are not being placed in anything like the same volume this year as last. There is some divergence of opinion as to the reasons for this, but undoubtedly the relative unavailability of some materials, particularly steel, is a contributing factor.

MAY* PURCHASES OF MANUFACTURERS GOODS (EXCL. EQUIP. & FUEL)

May '52 Compared to Other Mays (000)			May '52 Compared to Other Months '51 and '52 (000)			Five Months Totals '52 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1946	\$ 81,891	+ 41	Jan. '51	\$126,651	— 9	1946	\$380,213	+ 55
1947	105,379	+ 10	Apr. '51	144,046	— 20	1947	503,334	+ 17
1948	105,076	+ 10	Jan. '52	118,665	— 2	1948	536,008	+ 10
1949	102,473	+ 13	Feb. '52	112,532	+ 3	1949	539,412	+ 9
1950	98,328	+ 18	Mar. '52	122,487	— 5	1950	417,439	+ 41
1951	145,093	— 20	Apr. '52	119,926	— 3	1951	674,262	— 13
1952	115,848		May '52	115,848		1952	589,458	

MAY* PURCHASES OF RAIL

May '52 Compared to Other Mays (000)			May '52 Compared to Other Months '51 and '52 (000)			Five Months Totals '52 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1946	\$4,968	+ 39	Jan. '51	\$7,918	— 13	1946	\$20,356	+ 87
1947	6,972	— 1	Apr. '51	8,385	— 17	1947	35,271	+ 8
1948	6,841	+ 1	Jan. '52	8,230	— 16	1948	37,095	+ 2
1949	9,868	— 30	Feb. '52	7,279	— 5	1949	47,179	— 20
1950	10,106	— 31	Mar. '52	8,049	— 14	1950	40,960	— 7
1951	9,431	— 27	Apr. '52	7,505	— 8	1951	41,523	— 9
1952	6,928		May '52	6,928		1952	37,991	

MAY* PURCHASES OF CROSSTIES

May '52 Compared to Other Mays (000)			May '52 Compared to Other Months '51 and '52 (000)			Five Months Totals '52 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1946	\$7,915	+ 26	Jan. '51	\$6,276	+ 58	1946	\$35,566	+ 30
1947	8,441	+ 18	Apr. '51	6,971	+ 43	1947	40,107	+ 15
1948	6,137	+ 62	Jan. '52	8,479	+ 17	1948	28,211	+ 64
1949	7,669	+ 30	Feb. '52	7,995	+ 24	1949	37,597	+ 23
1950	5,197	+ 91	Mar. '52	10,365	— 4	1950	22,307	+107
1951	8,333	+ 19	Apr. '52	9,370	+ 6	1951	33,686	+ 37
1952	9,938		May '52	9,938		1952	46,147	

MAY* PURCHASES OF OTHER MATERIAL

May '52 Compared to Other Mays (000)			May '52 Compared to Other Months '51 and '52 (000)			Five Months Totals '52 And Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1946	\$69,008	+ 43	Jan. '51	\$112,457	— 12	1946	\$324,291	+ 56
1947	89,966	+ 10	Apr. '51	128,690	— 23	1947	427,956	+ 18
1948	92,098	+ 7	Jan. '52	101,956	— 3	1948	470,702	+ 7
1949	84,936	+ 17	Feb. '52	97,258	+ 2	1949	454,636	+ 11
1950	83,025	+ 19	Mar. '52	104,073	— 5	1950	354,172	+ 43
1951	127,329	— 22	Apr. '52	103,051	— 4	1951	599,053	— 16
1952	98,982		May '52	98,982		1952	505,320	

*Subject to revision.

Of the categories in the *Railway Age* "breakdown" of purchases in the five months, only crosstie buying shows an increase when compared with 1951. Expenditures for ties in 1952 range from 15 to 107 per cent above the same period during the years since 1946.

The estimated value of equipment ordered during the months of April and May is \$49,939,000. This includes \$29,885,000 for 178 diesel-electric locomotive units and 15 steam locomotives; \$2,660,000 for 16 passenger cars; and \$17,394,000 for 2,899 freight-train cars.

MAY* PURCHASES OF FUEL

May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
1946	\$30,280	+ 29
1947	52,469	- 26
1948	72,968	- 46
1949	52,615	- 26
1950	48,648	- 20
1951	49,760	- 22
1952	39,040	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. '51	\$63,808	- 39
Apr. '51	53,897	- 28
Jan. '52	52,837	- 26
Feb. '52	48,917	- 20
Mar. '52	50,770	- 23
Apr. '52	44,422	- 12
May '52	39,040	

Five Months Totals '52 And Other Years (000)		
Year	Amt.	% Change
1946	\$214,151	+ 10
1947	278,726	- 15
1948	343,820	- 31
1949	283,828	- 17
1950	239,658	- 2
1951	278,846	- 15
1952	235,986	

MAY* TOTAL PURCHASES (EXCL. EQUIP.)

May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
1946	\$112,171	+ 38
1947	157,848	- 2
1948	178,044	- 13
1949	155,088	—
1950	146,976	+ 5
1951	194,853	- 21
1952	154,888	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. '51	\$190,459	- 19
Apr. '51	197,943	- 22
Jan. '52	171,502	- 10
Feb. '52	161,449	- 4
Mar. '52	173,257	- 11
Apr. '52	164,348	- 6
May '52	154,888	

Five Months Totals '52 And Other Years (000)		
Year	Amt.	% Change
1946	\$594,364	+ 39
1947	782,060	+ 6
1948	879,828	- 6
1949	823,240	—
1950	657,097	+ 26
1951	953,108	- 13
1952	825,444	

MAY* INVENTORIES OF RAIL

May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
May 1, 1946	\$24,119	+ 86
1947	26,875	+ 68
1948	31,911	+ 42
1949	41,264	+ 10
1950	38,941	+ 16
1951	42,416	+ 7
1952	45,234	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. 1, '51	\$38,278	+ 18
Apr. 1, '51	41,880	+ 8
Jan. 1, '52	41,981	+ 8
Feb. 1, '52	46,153	- 2
Mar. 1, '52	48,289	- 6
Apr. 1, '52	48,027	- 6
May 1, '52	45,234	

MAY* INVENTORIES OF CROSSTIES

May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
May 1, 1946	\$77,413	+ 47
1947	89,906	+ 26
1948	92,711	+ 22
1949	101,641	+ 12
1950	99,118	+ 14
1951	92,275	+ 23
1952	113,417	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. 1, '51	\$83,804	+ 35
Apr. 1, '51	87,624	+ 29
Jan. 1, '52	104,090	+ 9
Feb. 1, '52	104,057	+ 9
Mar. 1, '52	108,124	+ 5
Apr. 1, '52	115,100	- 1
May 1, '52	113,417	

MAY* INVENTORIES OF OTHER MATERIAL

May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
May 1, 1946	\$452,861	+ 53
1947	535,071	+ 30
1948	603,972	+ 15
1949	642,872	+ 8
1950	520,845	+ 33
1951	624,097	+ 11
1952	694,178	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. 1, '51	\$526,865	+ 32
Apr. 1, '51	603,574	+ 15
Jan. 1, '52	683,203	+ 2
Feb. 1, '52	695,555	—
Mar. 1, '52	695,614	—
Apr. 1, '52	693,504	—
May 1, '52	694,178	

MAY* INVENTORIES OF SCRAP

May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
May 1, 1946	\$10,959	+ 70
1947	12,766	+ 46
1948	16,217	+ 15
1949	17,936	+ 4
1950	14,269	+ 31
1951	18,101	+ 3
1952	18,652	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. 1, '51	\$18,260	+ 2
Apr. 1, '51	18,775	- 1
Jan. 1, '52	22,374	- 17
Feb. 1, '52	20,099	- 7
Mar. 1, '52	19,332	- 4
Apr. 1, '52	19,348	- 4
May 1, '52	18,652	

MAY* INVENTORIES OF FUEL

May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
May 1, 1946	\$42,918	+ 48
1947	55,973	+ 13
1948	62,094	+ 2
1949	81,686	- 22
1950	43,695	+ 45
1951	63,267	—
1952	63,492	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. 1, '51	\$58,612	+ 8
Apr. 1, '51	62,299	+ 2
Jan. 1, '52	57,842	+ 10
Feb. 1, '52	57,957	+ 10
Mar. 1, '52	59,540	+ 7
Apr. 1, '52	60,435	+ 5
May 1, '52	63,492	

MAY* TOTAL INVENTORIES†

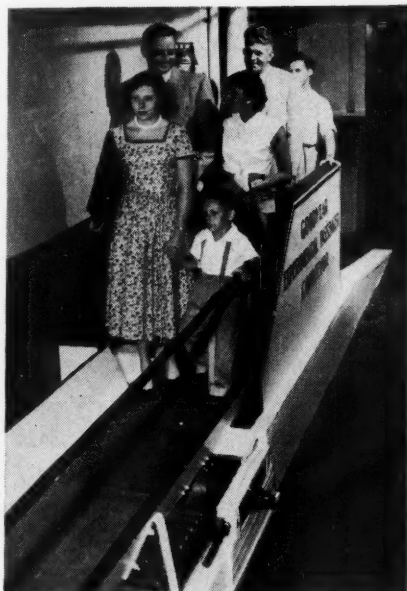
May '52 Compared to Other Mays (000)		
Year	Amt.	% Change
May 1, 1946	\$608,270	+ 54
1947	720,591	+ 30
1948	806,905	+ 16
1949	885,399	+ 6
1950	716,868	+ 30
1951	840,156	+ 11
1952	934,973	

May '52 Compared to Other Months '51 and '52 (000)		
Month	Amt.	% Change
Jan. 1, '51	\$725,819	+ 29
Apr. 1, '51	814,152	+ 15
Jan. 1, '52	909,490	+ 3
Feb. 1, '52	923,821	+ 1
Mar. 1, '52	930,899	—
Apr. 1, '52	936,414	—
May 1, '52	934,973	

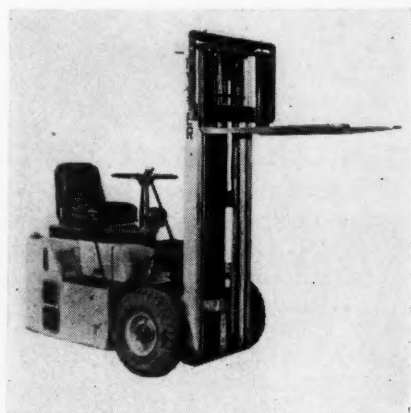
*Subject to revision.

†All total inventory figures taken from I.C.C. statement M-125 for the month indicated.

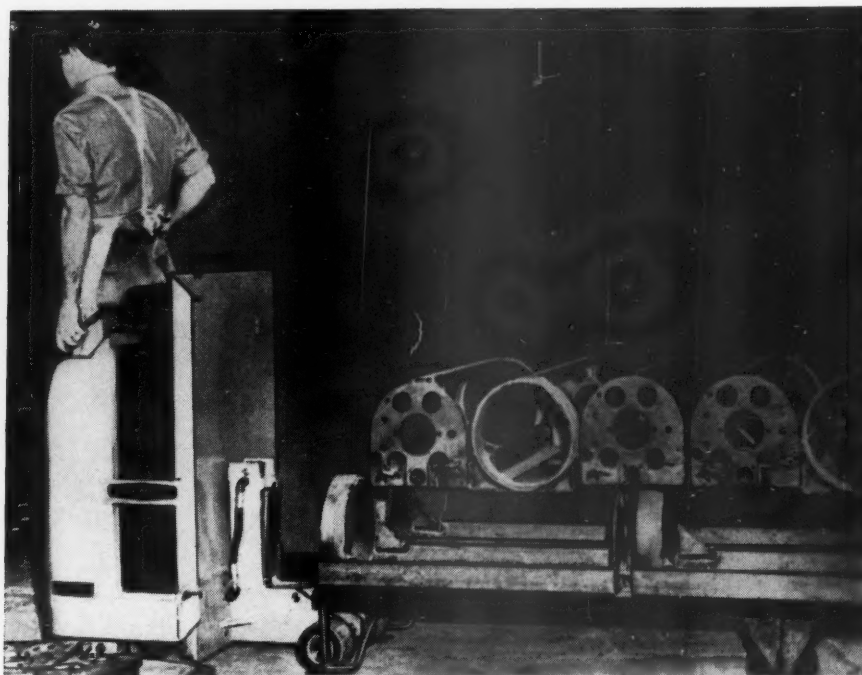
NEW and IMPROVED PRODUCTS



This experimental passenger conveyor belt, developed by the Goodyear Tire & Rubber Co., is reported to have passed successfully tests which demonstrate that "conveyor belt transportation of human cargoes is safe, reasonably fast and economical." Although designed to record data for an endless belt conveyor being considered as a possible replacement for Grand Central-Times Square shuttle trains on the New York City subway system (*Railway Age*, April 9, 1951, page 64), it might also find applications in railroad terminals.



An upright which will permit free lift of 92 in. is available from the Hyster Company, Portland 8, Ore., for its Model 20 lift truck. With this unit a truck can work where the inner upright of a standard model would strike obstructions before the load could be elevated to the desired stacking height. The assembly also is available for heights up to 116 in.



A new battery-powered, rider-type tractor for handling semilive skid loads is now being produced by the Raymond Corporation, Greene, N. Y. The tractor is capable of handling

loads of weights up to 2,000 lb., and will travel at 5 m.p.h. when empty and 4½ m.p.h. when loaded. A patented offset drive wheel permits a turning arc of 200 degrees.



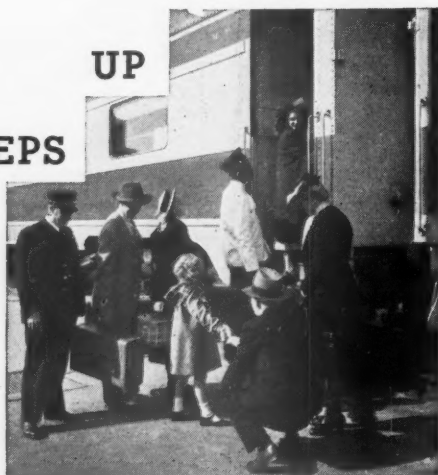
For use under conditions in which the operating weight of a fork truck may exceed elevator capacity or other limitations, trucks produced by the

Yale & Towne Manufacturing Co., Philadelphia 15, now are available with a new type of detachable counterweight.

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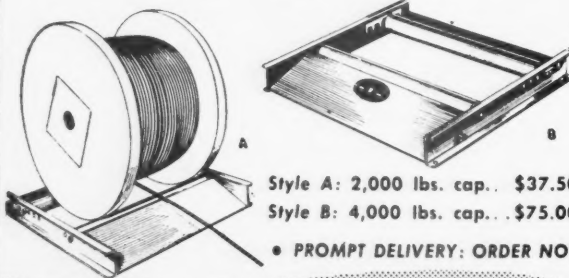


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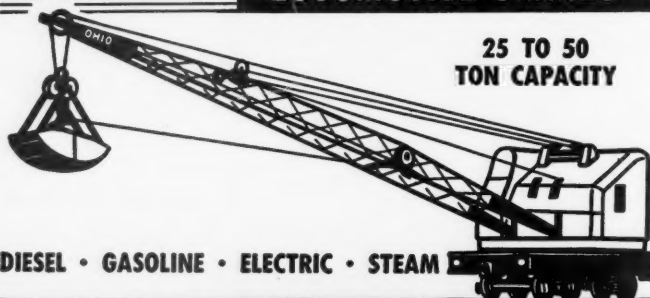
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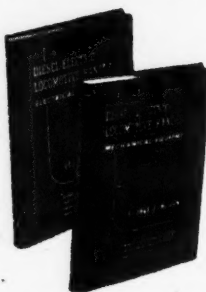


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GOOD AMMUNITION, BUT THE TROOPS AREN'T USING IT

Dr. Emerson P. Schmidt, economist for the United States Chamber of Commerce, recently observed that "the business community is woefully shy of spokesmen who can grapple with the brain trusters—the pseudo-liberals—who swarm the public forums with arguments for more government tinkering with our economy."

He could say that again, and in even stronger words, as far as railroad men are concerned. There are a few highly skilled spokesmen for the railroads, of course, who can more than hold their own in debate on any phase of transportation and in any company whatsoever; but these few men can't be everywhere. What is needed are several railroad men in every community, clear down to the grass-roots level, who know enough about the national transportation situation to talk convincingly and accurately about what's wrong with it and what's needed to set it right; and who can challenge and scotch misinformation wherever it is being disseminated.

The president of a medium-sized railroad recently sized up his official family from the standpoint of their command of the basic facts about transportation as a whole, and the position of the railroads—and he found only two or three of his associates who were adequately equipped. How many railroads are there which are any better fixed in proportion to their size?

The future of the railroads, and of railroad men as well, very largely depends upon the degree to which the influential public can be induced to insist upon some fundamental changes in the political and regulatory framework in which the railroads have to operate. How is the influential public going to find out what these needed changes are unless superintendents, trainmasters, traffic solicitors, agents, division engineers, master mechanics and other official representatives of the railroad industry up and down the line are equipped to tell this story convincingly in their local communities and to their neighbors?

The story the railroads have to tell is practically an A-bomb in its potential effectiveness—but, also like the

A-bomb, it is useless unless there are a lot of people who are trained to handle it skillfully.

For a long time, the railroads' cause suffered from lack of definiteness at the very top level of management—in the failure to specify just what changes in the political and regulatory framework the railroads need in order to get prosperous again and cease being the "soft underbelly to advancing socialism" they now are. This deficiency was splendidly terminated by the comprehensive testimony of Carter Fort and his associates in the Senate S.50 investigation—this presentation having been widely circulated in a series of pamphlets issued by the A.A.R. How many railroad men in responsible positions have mastered the content of these pamphlets?

Parallel Efforts—Similar Results

Meantime, a parallel and equally productive effort in the same general direction—that is, of getting remedial measures for transportation troubles out of the realm of generalities and into concrete language—was being carried on by the "Cooperative Project on National Transportation Policy" of the Transportation Association of America, in which the railroads were represented by an able and hard-working "panel" of chief executives. The "Policy Administration Board" of this project has recently made some very specific recommendations (*Railway Age*, June 2, page 95). These recommendations do not go as far as the testimony of Mr. Fort and his colleagues, but they do have the advantage of approval by the T.A.A.'s policy board, and hence are not subject to characterization as self-serving claims by the railroads.

Narrowing down still further the essential requirements for remedial national action regarding transportation, Gustav Metzman, as chairman of the Eastern Railroad Presidents Conference, recently urged the two major political parties to pledge themselves to legislation on eight specific measures (*Railway Age*, July 21, page 13).

These measures do not even go quite as far as the recommendations of the Policy Board of the T.A.A., and none of them claims more for the railroads than the Policy Board was willing to concede. These eight proposals, then, may well be taken as the irreducible minimum needed in revision of national policy toward transportation—not primarily in the interest of the railroads, but to serve the national interest in the restoration of economic health to the transportation industry. These eight recommendations may be briefly summarized as follows:

Irreducible Minimum!

1. Reduce from a year or more to a 30-day limit the present time-lag between the occurrence of increased costs to the railroads and their authority to change their rates to reflect such increased costs.
2. Call upon the I.C.C. to permit a level of railway rates which will provide earnings at a ratio sufficient to attract an adequate supply of investment capital.
3. Abolish the so-called "long-and-short-haul" restriction on the railroads—which is not applied to highway transportation—and which severely limits the railroads' ability to compete price-wise with rival transportation agencies.
4. Where state authorities refuse to permit the railroads to abandon services operated at a loss, authorize the I.C.C. to permit such abandonment if it finds that the facts substantiate the railroads' contention that these services are a drain on their resources.
5. Require contract carriers by highway, water and air to file, make public, and adhere to the rates they actually charge (this in the interest of more equitable competition between common carriers and contract carriers).
6. Restrict the exemption from regulation of motor carriers carrying farm products and fish (and, now, horticultural products as well) to movement between producing areas and primary markets—as originally intended by Congress when this exemption was written into the Motor Carrier Act.
7. Require keeping parcel post charges at a level sufficient to cover costs of the service—thus preventing this government service from using tax aid to compete on unequal terms with the unsubsidized railway express service.
8. Require the federal government to impose user charges for government-provided transportation facilities (highway, waterway and air)—with the ultimate aim of making such charges to commercial users sufficient to cover their fair share of the cost of building and maintaining the facilities.

As far as the railroads are concerned, they do not and should not ask for any action that impartial authorities do not find to be required, primarily, in furtherance of the public interest. It is not a case of seeking political aid for the railroads, but rather one of removing some part of the existing political restraints *against* them. The present chaos in transportation and the imminent threat of socialization stand as a challenge to the statesmanship of American business—and an indelible blot on the competence of American business leadership if the causes of this chaos are not perceived and removed.

Responsibility for remedial action rests primarily upon business leadership because the jungle of regulatory growth which is choking the life out of the railroads is largely of business rather than purely political origin. But the duty to call the attention of business leaders to this situation rests squarely on the railroad industry,

and on every railroad man in a position of any responsibility.

No railroad officer is doing his full duty to himself and his company unless he can, in any gathering whatsoever, expound and defend—at the very minimum—the substance of the foregoing eight measures; and not because the railroads want them, but because he is able to show that the public interest requires them.

When there is as much powerful ammunition available as there now is to support a healthy revolution in public policy toward transportation, it is a shame that more railroad people have not been effectively equipped with this ammunition and been given instruction and practice in how and where to use it. Some railroads, anyhow, are moving actively to correct this oversight.

HOW BEST REDUCE PASSENGER-CAR WEIGHT?

In the final analysis there are only two basic ways to reduce the weight of passenger cars. The first is to stick to conventional design principles but substitute lighter weight materials for component parts. This method has the advantage of requiring a minimum of time and thought and virtually no risk of the resulting car being unsuccessful—from an engineering standpoint at least.

This method has its limitations. The lighter materials cost more per pound than those they replace, resulting in a car that can be expected to cost at least as much as, or more than, present equipment. But cost reduction is as important as weight reduction. Furthermore, the point already has been reached where little additional weight can be removed by this means without incurring excessive first cost or excessive maintenance expense.

The second basic way to lessen the weight—by taking advantage of modern engineering design principles—is, therefore, to be preferred. But how proceed? Is it better to throw away completely any semblance of conventionality and investigate the feasibility of something along the lines of Train X or the Talgo train or some entirely new approach? Or should the engineering talent of the railroads and car builders be directed toward seeing what can be done with a car of present-day dimensions with four-wheel, but much lighter, trucks; and with the body built on aircraft design principles?

Either approach could take a great deal of weight and cost out of passenger equipment. Which would end up with the more favorable combination of weight and cost reduction consistent with operating convenience, could be told only by building both. But at least a preliminary idea could be gained by drawing up a design along the lines of the latter approach.

Carrying around three times as much weight per seat as an automobile and six times as much as a bus is a handicap that should not continue to be tolerated if there is any feasible way of avoiding it.



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Tracks had its origin in a safety bulletin first issued by the railroad 37 years ago. Since 1944, it has been produced in a modern, smart, pocket-size format, a half inch smaller in each dimension than the Reader's Digest, and resembling in appearance, perhaps more than any other, the magazine Coronet. Reprinting of its contents by other magazines is encouraged; blanket permission is given on the masthead. Clippings actually in hand show at least a thousand instances each year, on the average, in which its contents have been reprinted by others. There must be numerous other reprintings not known to its editor.



Tracks editor Ted O'Meara spends 10 days to two weeks each month on the road. He has always been a railroader.



Vice-president Deegan talks over policy with *Tracks* associate editors at a recent Greenbrier conference.

Tracks is copied by the best. Reader's Digest twice, thus far, has sampled its wares, and has requested permission for a third. A recent original piece of historical writing on the movement for an automatic car coupler got a full-column reprint in the New York Times, and editorials in the Fort Worth Morning Star Telegram and the Passaic (N.J.) Herald Press. When *Tracks* went on record as to who had the world's largest freight classification yard, at least 50 newspapers picked it up.

As in these examples, reprints are not limited to on-line local newspapers. That's the way the C&O wants it. *Tracks* is distributed with a view to informing people everywhere about its own railroad in particular and the American railroads in general. It is what the trade calls "an internal-external" magazine—written first for the railroad's own family, and, second, for the general reader.

Hence, about 13,000 people or institutions—most at their own request and at \$1 a year subscription—get an individual copy of *Tracks* each month, in addition to 43,000 C&O employees. The idea is that *Tracks* should be made so readable that not only will C&O people like to read it, but outsiders will read it "over their shoulders."

These friends include shippers, stockholders, retired employees, people who work for other railroads, libraries, schools, and newspaper and magazine editors all over the world. The list "jes growed," like Topsy, says the staff.

Internal Readership

No less important, obviously, is the magazine's internal readership—C&O employees—whose needs, likes and dislikes determine the larger portion of the contents of each month's edition. Because *Tracks* enjoys the confidence and cooperation of on-line people, it receives a constant flow of unsolicited manuscripts, photographs and story tips about railroad operations and employees' jobs, hobbies and civic activities—features which are edited for the enjoyment of the external readership as well. Employee interest is apparent in a number of instances: a delay in the reception of *Tracks* at any on-line point brings a prompt query to the magazine's offices; when a recent issue failed to mention the location of

the railroad scenes on the covers, *Tracks* received several communications from employees curious to know where the photos were taken.

On four occasions—in 1945, 1946, 1949 and 1951—*Tracks* won a citation in the class of "internal-external" house magazines at annual judgments held by the International Council of Industrial Editors, representing the producers of house organs in most of the businesses of this country and its neighbors. Each time, as well as can be remembered, it was the only railroad publication to be so honored.

In the only contest which has been held by the American Railway Magazine Editors Association—in 1948—the C&O magazine won top honors for (1) "best-written publication" and for (2) "best publication for external use." It won second prize for "publication having best stories about railroading" and third prize for "best human-interest features." The railway editors themselves were the judges.

The Northwestern Industrial Editors Association, at its meeting in Minneapolis early this year, voted *Tracks* the best industrial publication of the month (for March) in its "Magazine of the Month" competition. *Tracks* was cited for doing "a very good job of living up to its editorial policy" and "using lively, imaginative typographical display that is good without being expensive."

Tracks editor since 1937 has been Ted O'Meara. A railroader from a railroad family, he started working for the C&O as a telegrapher at the age of 17; became so expert he was called to headquarters at Cleveland to handle executive wire work; climbed up through a variety of jobs until his interest in writing drew him to work for the railroad's employee magazine—first as an associate editor (unpaid), then as its editor. His immediate staff is an assistant editor and a secretary. He enjoys the assistance also of public relations representatives at Richmond, Va., Detroit and Huntington, W. Va., and three photographers.

Mr. O'Meara has set forth the publication aims of *Tracks* in this brief "creed":

"To report to C&O employees and the public on the state of the company and the railroad industry, their operations, problems and progress; to publicize the C&O as one of America's great railroads and to picture

the railroad worker in all the skill and romance of his calling; to feature the employee as a personality, covering his job, his hobbies, his social activities, his advancements; to promote C&O efforts at better public relations and expanded services and sales; to inform, instruct and entertain the employee."

It is a concept of the C&O's top management that it is not in the personal, selfish interest of the employees themselves to read only a "folksy" magazine; that they ought to read about the railroad industry from which their livelihood is gained.

Tracks gets the attention of management from the top down. Robert R. Young, chairman of the board, is described by its staff as one "who reads the magazine just like the editor would," but who, when he makes his frequent suggestions, adds "... but use your own editorial judgment." Mr. Young says: "Tracks content should be something more important to the employee than chitchat and gossip. It should be, and is, a vehicle of information about the C&O and about the whole railroad industry."

About the 25th of each month, between 11 a.m. and noon, department heads of the railroad attend a "story conference" (of which Editor O'Meara is chairman) to discuss the contents of future issues. This procedure was initiated in 1946 by Thomas T. Deegan, Jr., vice-president (public relations and passenger traffic), to whom the editor reports, through Howard Skidmore, executive assistant. Usual attendance is from 8 to 10 department heads, plus some assistants to the president. The meeting may be held at the road's executive offices in Cleveland, at Detroit (headquarters of the Pere Marquette District), or at Richmond (operating headquarters of the Chesapeake District).

The group are given advance copies of the issue currently being run off. They are also shown the table of contents of the issue planned for a month hence. Concerning the latter, responsible officers have the right and opportunity to suggest withdrawals or postponements of articles in accordance with changing circumstances. The editor is sufficiently flexible to take advantage of these recommendations. Thus, a recent issue planned originally to give heavy coverage to new marine equipment, was ripped open and completely revised when it appeared that materials shortages would result in late delivery of the equipment. Controversial matters are dealt with by vote of the group.

On His Own

Since most of the story ideas for the future are discussed by the top responsible officers at these conferences, the editor feels he is able to go ahead and get his material without further clearance. He submits his writings to departments of the railroad only for checking of facts—never for style or censorship.

Since some of the ideas at the conferences are "hot," and merit handling in the forthcoming issue, the editor and his assistant editor, George McCann, usually hit the road on separate missions immediately after the meeting, to follow up the leads and, at the same time, dig up new ones. Copy starts to flow to the printer in Chicago on the 25th of the second month preceding date of distribution. The editors put the book together in a three-to-four day session at the printshop starting between the 5th and 10th of the month preceding issuance.

Copies of Tracks for C&O employees are shipped from Chicago in bulk by railroad mail to all offices which handle paychecks in time for distribution with the first check of each month. Copies for others are mailed direct.

Advertising in the magazine was discontinued in 1944,

at the time the name was changed to Tracks from C&O Lines Magazine, a step which has proved, according to the railroad, to be a wise one.

Problem of "Personals"

Of the 80 pages of each issue of Tracks, in addition to feature stories and interviews, some 24 pages are devoted to the activities of the employees, reported by their own representatives, in a section titled "Talking It Over." After years of experimentation with devices to make this material "interesting to everybody—not just the guy who gets his name printed," Tracks staff seems to have discovered a treatment which satisfies the yearning to hear gossip without violating the principles of good journalism.

Reliance for information is placed upon some 150 correspondents on the railroad's staff. Included among them is an employee or supervisor strategically located in each division headquarters, in each shop and at general offices at Chicago, Detroit, Cleveland and Richmond. Each of them, though not paid for magazine work, is called an "associate editor" and concentrates, condenses and rearranges the information gathered by field correspondents assigned to him. The associate editors hold regional meetings during the year. Here they are shown good publication practices and are, at the same time, invited to propose changes in coverage or techniques. These meetings emphasize that pages of names do not hold the readers' interest; that behind almost every name there is a story; but that, to get this story, you have to dig.

The 24-odd pages of "personals" in Tracks each month are divided as follows:

"Stepping Up on C&O"—brief statements of promotions and retirements of officers and supervisors, with portrait photos.

"In the Service"—listing, by division, employees who have recently entered the armed forces.

"Talking It Over"—by-line reports from associate editors and correspondents, greatly condensed, in most cases, by the editor. Announcements of births, deaths, retirements and marriages are listed separately, at the end of the "Talking It Over" section.

Other regular features in Tracks include "Rails Round the World," a collection of odd-facts about railroads; letters; "Round-House Round-up," interesting items gleaned from material directed to the editor; "The Distaff Side," a home-making section; and advice on medical and first aid matters. Most widely quoted feature is "Sidetracks," two pages of jokes and anecdotes contributed by people from all parts of the world. The magazine pays \$5 each for accepted pieces and never lacks for good ones. More than half the jokes originate with people who do not work for the railroad.

Currently there is being run monthly, in serial form, "Smooth Is the Road," a history of the C&O, by Joseph F. Doherty, of the public relations staff.

Feature material for Tracks is not limited to articles about the C&O and its employees. Anything about railroads anywhere is grist for the mill. The Tracks formula for an issue includes feature stories on various railroad jobs, on-line industries and on-line cities—all written as if they were slanted for general magazine reader consumption. This, perhaps, accounts for wide reprinting in other publications. Fiction stories appear frequently. Controversial topics are not avoided, as long as they deal with "the big things" and not petty bickerings. But the articles which the editor most enjoys, and which appear most often, are those which concern people. For those are what interest other people most.

Railroad "Preparedness" and War Needs Outlined

I.C.C. bureau study estimates added capacity needed to handle traffic at peak mobilization and in event of war

Expansion of railroad capacity to meet "preparedness" needs, and the demands of an all-out war, is discussed at length in a new analysis by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The study covers four classes of railroad facilities: Motive power, freight cars, passenger-train cars and freight classification yards. Expanding these facilities to handle maximum war traffic would require capital expenditures estimated at more than \$5.6 billion between January 1, 1951, and the hypothetical war year, "195x." On a "preparedness" basis, the expansion would require an estimated \$3.9 billion. These figures are expressed in "1947 dollars."

This analysis of railroad needs was prepared by the I.C.C. bureau at the request of the Department of the Air Force. The study is one part of a government inter-industry research program, the purpose of which is to provide data to be used in testing the "feasibility" and "economic impact" of mobilization programs. The Bureau of the Budget is coordinating agency for this work, and it was through it that this railroad study was released.

The I.C.C. group did not set out to prescribe railroad expansion goals and advocate their attainment. It arrived at the goals as a sort of by-product while preparing statistical data required for the inter-industry study. The bureau pointed out that the possibility of railroads making investments required for handling traffic during "preparedness" or war "has not been within the purview of this study."

The bureau also emphasized the "approximate" nature of its findings. "The reason lies for the most part in the nature of the subject matter," the bureau said. "Forecasts were necessary and procedures were used which obviously involve variants."

Difference between "preparedness" and war needs of the railroads lies with motive power and freight cars. The bureau figured 4,930 more diesel-electric freight and switching locomotive units would be needed to handle

maximum wartime demands. It placed wartime freight-car needs at 250,000 cars above "preparedness" levels.

The \$5.6 billion of added capacity for meeting wartime needs in "195x" is comprised of the following: Motive power, \$2,669,675,354; freight-train cars, \$2,095,231,700; passenger-train cars, \$601,829,565, and classification yards, \$237,298,000.

On the \$3.9 billion "preparedness" basis, the motive power investment would be \$2,032,233,950, and the freight-car investment \$1,021,795,700. Passenger car and classification yard requirements remain constant. Greater utilization in wartime would boost capacity to needed levels.

Ton-mile estimates were used as the basis for calculating additional railroad capacity needed for peak mobilization or all-out war. A figure of 950 billion revenue ton-miles (based on several estimates "in rather close agreement") was adopted by the bureau as "maximum wartime demand." The "preparedness" figure used in the study was 725 billion revenue ton-miles.

Freight-Car Requirements

Expansion of the freight-car fleet to handle this "preparedness" traffic, the bureau said, would require the investment of \$1,021,795,700 from January 1, 1951. Such an investment would add 241,239 freight-carrying cars to the fleet. The bureau noted that installations since January 1, 1951, must be deducted to bring this calculation up to date.

To meet full wartime needs, an investment of \$2,095,231,700 would be required. This would increase the January 1, 1951, level of ownership by 491,239 freight cars.

An accompanying table, reproduced from the bureau's study, shows the contemplated freight-car expansion by type of car.

Motive power requirements for "195x" are somewhat more complex. The rapid change from steam to diesel-electric power made it necessary for the I.C.C. bureau

ESTIMATES OF FREIGHT-CAR REQUIREMENTS IN 195x

Type of freight-train car	Unit cost in 1947	Number on 1-1-51	Number in 195x (preparedness)	Number in 195x (war)	1-1-51 to 195x (preparedness)	Increase 1-1-51 to 195x (war)
Box	\$4,185	721,006	868,500	965,000	147,494	243,994
Flat	3,478	68,022	75,750	77,500	7,728	9,478
Stock	4,196	48,018	47,250	52,500	d 768	4,482
Gondola and hopper	3,622	882,260	942,750	*1,047,500	60,490	165,240
Tank	4,809	150,037	162,500	175,000	12,463	24,963
Refrigerator	8,304	127,217	140,000	160,000	12,783	32,783
Other	13,878	12,201	13,250	22,500	1,049	10,299
Total freight-carrying	2,008,761	2,250,000	2,500,000	241,239	491,239
Caboose	6,649	24,205	26,000	28,000	1,795	3,795
Total freight-train cars	2,032,966	2,276,000	2,528,000	243,034	495,034

d = decrease

* Average cost of 200 units.

* These 1,047,500 cars would be distributed as follows: Hoppers (open), 645,000; hoppers (covered), 40,000; gondolas, 362,500.

ESTIMATED ADDITIONAL POWER NEEDS AND COST (WAR BASIS)

Item—Type of power	(A) Tractive effort needed (000)	(B) Available tractive effort per unit	(C) Units needed ¹ (A ÷ B)	(D) Cost per unit	(E) Total cost (C x D)
1. Steam ²	16,994	..	224	..	\$55,456,982
a. Steam attrition replacements by diesel-electric:					
Passenger	76,749	56,597	1,357	\$177,677	241,107,689
Freight	383,482	57,739	6,642	145,203	964,438,326
Switching			1,193	92,704	110,595,872
2. Diesel-electric					
Passenger	100,106	56,597	1,769	177,677	314,310,613
Freight	261,692	57,739	4,533	145,203	658,205,199
Switching			1,884	92,704	174,654,336
3. Diesel-electric substitutes for electric:					
Passenger	5,929	56,597	105	177,677	18,656,085
Freight	13,084	57,739	227	145,203	32,961,081
Total	858,036	..	17,934	..	2,570,386,183
4. Classes II and III allowance (1 per cent of total under item 3)	8,580	..	179	..	25,703,862
5. Total	866,616	..	18,113	..	2,596,090,045
6. Motor cars	931	79,039	73,585,309
7. Grand total	866,616	..	19,044	..	2,669,675,354

¹ Fractions raised to whole unit.

² Total nonswitching steam power purchased, 1947-49 (Table 37, *Statistics of Railways in the United States, 1947-49*).

³ Tractive effort method not used.

to consider not only added capacity but the continuing replacement of steam with diesel-electric units. This latter phenomenon will parallel any efforts to increase motive power capacity.

17,889 New Diesels

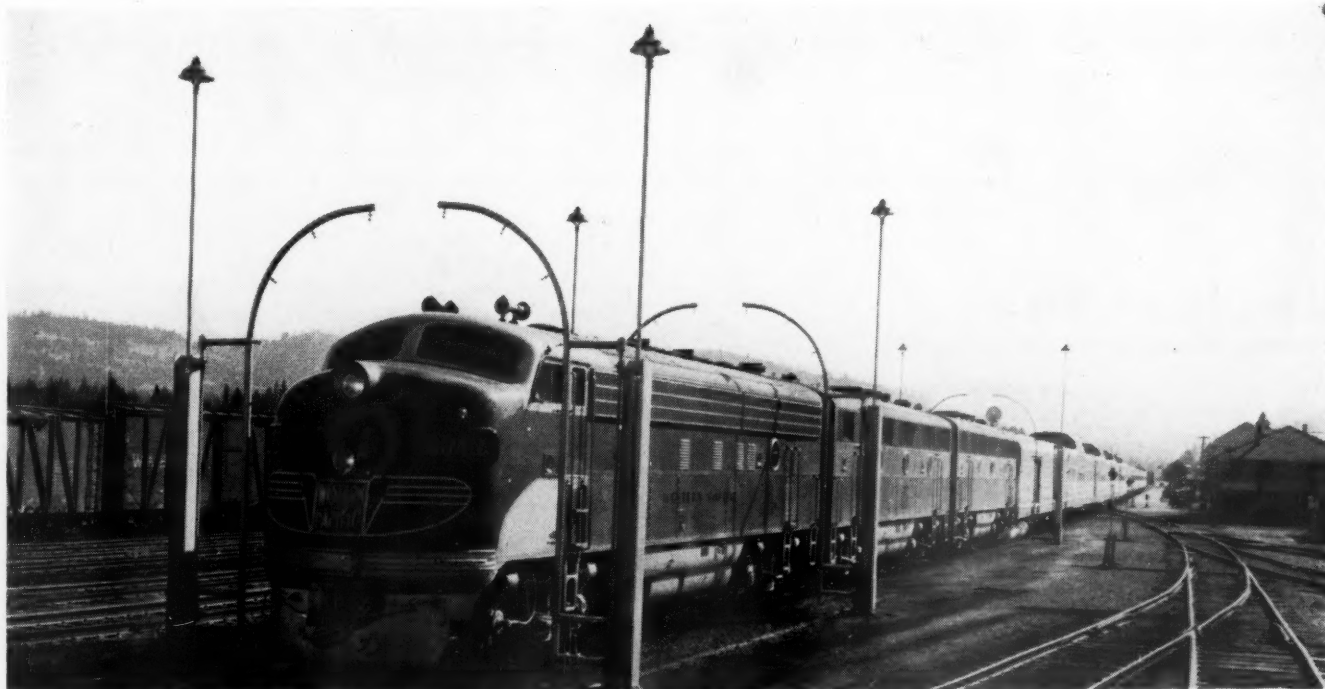
Allowing for this replacement factor, while increasing capacity to meet war traffic, would require an investment of \$2,669,675,354 between January 1, 1951, and "195x," the bureau said. This investment would add 17,889 diesel-electric units, 224 steam locomotives and 931 rail-motor cars to the "motive power" fleet. To replace existing steam locomotives, the bureau calculated 9,192 new diesel-electric units would be required. This replacement would account for \$1,316,141,887 of the total motive power investment. Meanwhile, the bureau noted again that installations since January 1951 must be given consideration.

A table, entitled "Estimated Additional Power Needs and Cost (War Basis)," is reproduced with this story. It shows more fully the motive power requirements for meeting "maximum wartime demand."

Expansion of motive power on a "preparedness" basis calls for the acquisition of 14,065 motive power units at an estimated total cost of \$2,032,233,950. This expansion also allows 9,192 diesel-electric units for replacement of steam locomotives. Again, the total expansion figure includes 224 new steam locomotives and 931 rail-motor cars.

\$237 Million for Yards

The I.C.C. bureau estimated that increasing classification yards above the January 1, 1951, level would require the same investment (\$237,298,000 in "1947" dollars) for either "preparedness" or war. This calculation includes cost of land and track, structures, and miscel-



To be fully prepared to meet "wartime" transportation requirements, the study says, railroad capital expenditures between January 1, 1951, and "195x" should total \$2,095,231,700 for freight cars, \$2,669,675,354 for motive

power, and \$601,829,565 for passenger-train cars, plus \$237,298,000 for yard expansion. "Preparedness" expenditures would be \$2,032,233,950 for motive power and \$1,021,795,700 for freight cars.

laneous facilities. Translated into current costs, the capital outlay for classification yards would be \$277,119,000.

A breakdown of the classification yard investment indicates that Class I railroads need an outlay of \$266,519,000 ("current dollars"). This figure includes \$169,058,000 for track and track components; \$43,253,000 for structures; \$42,472,000 for "miscellaneous facilities," and \$11,736,000 for land.

Switching and terminal companies, the bureau found, would require \$10,600,000 to expand their classification yard facilities for "preparedness" or war.

Unlike the other facilities in this study, the I.C.C. bureau used June 30, 1954, rather than the indefinite "195x," in estimating classification yard expansion. Material shortages and other factors might drag out some projects into 1955, the bureau said.

Passenger Cars in Short Supply

For passenger service, the I.C.C. study assumed peak "preparedness" demand at 60.5 billion passenger-miles. Total war would increase this demand to 122 billion passenger-miles. To handle this estimated traffic, railroads would need to expand passenger-train equipment by \$601,829,565 between January 1, 1951, and that hypothetical year, "195x." The bureau thinks the resulting equipment situation would be flexible enough to provide the extra capacity needed in wartime.

Commenting on passenger-train equipment generally, the bureau noted the "downward trend" in the total number of cars available. At present rates of retirement and replacement, the number of cars in "195x" will be smaller than on January 1, 1951—and passenger-carbuilding facilities "are understood to be inadequate to make up the deficit," the bureau said. In emergency, it probably would be necessary to build box cars adapted for passenger service. The \$601,829,565 required to provide passenger-train cars between 1951 and "195x" makes allowance for this situation. Of the total investment, \$479,915,242 would be for the box-car type equipment.

Ideally, with passengers using coach and Pullman service in the same proportions as in 1944, and considering average 1950 seating capacity, the railroads

would need 9,165 more coaches and 4,485 sleeping and parlor cars to handle "195x" traffic. But the bureau is sure this equipment won't be built. Manufacturing capacity is not available, to say nothing of materials, manpower and attracting the needed capital.

The Problem of Retirements

"Building of equipment in accordance with estimates contained in this study does not signify the total equipment required in '195x' will be available at that time," the bureau said. Retirements will continue throughout the period, making net gains in equipment a slow process.

Annual freight-car retirements in 1941-1945 averaged about 25,000 cars, the bureau noted. But the bureau thinks retirements in the years 1950-195x will be somewhat higher. An accurate forecast would require detailed analysis of the condition of cars and carriers' retirement programs. Finally, "with some effort to err on the side of overstatement," the bureau placed annual freight-car retirements in 1950-195x at 48,000 cars—or 288,000 cars over a six-year period. Value of these cars, at 1947 reproduction costs, is \$1,133,856,000.

As to motive power retirements, the bureau said the Defense Transport Administration and the I.C.C. have acted to prevent the junking of "certain serviceable steam locomotives." Retirement of other forms of motive power "does not constitute a problem," the bureau added.

Retirement of passenger-train cars is expected to run about 341 cars annually in the next few years, the bureau continued. Unfavorable physical condition of cars will be the principal cause of retirements. Meanwhile, to replace these old cars and build the fleet, "it appears unlikely that more than 350 of the present type passenger cars will be built per year."

This I.C.C. analysis of railroad needs is entitled, "The Capacity and Capital Requirements of the Railroad Industry." It is dated June 1952. The study contains no recommendations for other railroad capital requirements, such as reductions of grades or curves, construction of new lines, or stations or signaling. In planning the study, the bureau did not consider expansion of the latter facilities to be of critical importance in the handling of peak war traffic.

Letter from a Reader . . .

Railroads and Travel Agents

Montreal, Que.

TO THE EDITOR:

There has been abundant mention of the quantity of first-class passenger traffic diverted to the airlines by travel agents because the railroads do not pay commissions. In reprinting a letter from a travel agent a few weeks ago, *Railway Age* invited additional comment.

Relations with travel agents should be cultivated wholeheartedly. It is a grievous mistake to think that agents are strictly arrangers of vacation cruises for bored dowagers. Hundreds of companies and thousands of individuals place all their travel requirements in the hands of recognized

agencies—whether it's for an overnight trip from Boston to Philadelphia or 25 sales trips through the 48 states.

The railroads have the finest, most luxurious, most salable transportation in the country running up and down their tracks. With every piece of new equipment the product becomes more salable. Yet travel agents invariably attempt to sell air travel, whether the customer had any previous thought of it or not, because there is a commission on it. Grant the agents a commission and you hire an army of businessmen to sell for you.

The railroad belief that the travel agent would sell to the people that the roads can sell to themselves is fallacious. The railroads are *not* selling to the customers the agents control.

Just as airlines normally grant a commission only on their "first-class" fares, so the railroads should allow it only on Pullman travel. If by doing so the railroads did find themselves paying commissions on some sales they formerly made directly, but, at the same time, gained access to the travel agency clientele, the swap would certainly be advantageous.

RAYMOND HANNON



Part of the group which witnessed the Budd brake demonstrations at Detroit.

Budd Demonstrates Disc Brake

On July 10 the Budd Company ran a demonstration of its disc brake for a group of 36 observers from railroads and associated industries. The demonstration, held at the Detroit plant, was made up of a series of laboratory tests under conditions simulating road operation to show the time and distance required to stop at different speeds with clasp and disc brakes in service and emergency applications. The stop tests were followed by a 30-minute drag test, equivalent to holding a train to 35 m.p.h. on a 2.5 per cent descending grade, to compare the two brakes as to how much the brake equipment proper and the wheel heated up. Both types of tests were run with the disc brake and with clasp brakes under identical conditions.

Each of the two types of brakes was subjected to two stops, one service and one emergency, from speeds of 20, 40, 60, 80 and 100 m.p.h. Two series of data were gathered for each stop. One series represented the free car, or the time and distance that would be needed for stopping if the car were traveling alone and free on the road. The second series was computed from the first, and showed how a train made up of a locomotive and a series of similarly braked cars would behave. In other words, the figures in the second series were computed from the first by compensating for the under-braked locomotive.

Physical apparatus for the test consisted of a d.c. motor to drive a standard 36-in. Class C wheel, suitable instruments for collecting and recording data, and the disc and clasp brake equipments. Assumptions made

FREE CAR TEST STOPS MADE WITH THE BUDD DISC BRAKE

Speed m.p.h.	Type of applica- tion	Stopping distance, ft.	Stopping time, sec.	Average deceleration, m.p.h.p.s.	Temperature rise, deg. F.
20	Service	157	9.3	1.88	45
20	Emergency	118	7.2	2.50	45
40	Service	619	19.2	1.90	115
40	Emergency	486	14.8	2.41	140
60	Service	1,270	26.8	2.09	255
60	Emergency	1,010	20.8	2.62	285
80	Service	2,108	34.9	2.23	370
80	Emergency	1,650	27.2	2.84	395
100	Service	3,400	45.8	2.16	480
100	Emergency	2,730	36.4	2.69	500

for the test were that the adhesion was 14 per cent, representative of non-sanded dry rail; and that the wheel load was 20,000 lb., with a total inertia load of 24,000 lb., or an overload of 20 per cent. Maximum retarding torque was accordingly kept below 50,400 lb., the value which would cause wheel sliding under road conditions with 14 per cent adhesion.

Under these laboratory conditions which closely simulated road conditions, the free car results shown in the table were obtained with the disc brake.

Stopping distances and times for an entire train are computed from the above free car figures by adding 20 per cent. On the drag test, the initial temperature of the Budd disc brake was 150 deg. and the maximum 510 deg., at which point the maximum temperature leveled off, after a rise of 360 deg.



Passenger service, which the SIRT is seeking to discontinue, is provided entirely by multiple-unit cars of the rapid transit type, operated at frequent intervals at all

hours of the day. Power is 600 volts, direct current, supplied by third rail. As a subsidiary of the Baltimore & Ohio, the SIRT uses the B&O's color-position-light signals.

Staten Island—Laboratory Experiment in Socialized Transportation

How below-cost competition from money-losing city buses has made impossible continued private operation of rail passenger service in New York's island borough

Can privately owned, taxpaying transportation companies, which are obliged to meet all their expenses out of the rates or fares they charge for their service, compete successfully with publicly owned, tax-free transportation systems, which can make up operating deficits out of general tax funds?

The obvious academic answer is "No!" And from New York's Staten Island has now come clear proof that the practical answer, too, is "No!"—proof, moreover, so clear and convincing, that even the riding public, which stands to lose its present excellent private railroad service, is for once sympathetic to the apparently insoluble problem of the company which provides that service.

For four years now, the Staten Island Rapid Transit—only railroad on the island—has been plagued not only by the rising costs which have bedeviled all railroads everywhere, but has been compelled to compete for

passengers with city owned buses, operating on parallel highways, charging way-below-cost fares, and themselves losing money hand over fist.

Principally because of this one-sided competition, the SIRT's passenger revenues are now less than half what they were four years ago, and less than one-third of present expenses. The road has, as a result, been forced to apply to the New York Public Service Commission for authority to discontinue all its passenger service (*Railway Age*, June 9, page 15).

Staten Island—and the SIRT

Though the fact is often overlooked, Staten Island itself is a borough (Richmond) of the city of New York. It has, however, no physical connection with the rest of the city; those of its 195,000 people who work or shop in New York must travel there by ferry boat from St.

George to Manhattan (or Brooklyn) (see accompanying map).

The island's only railroad—and, in fact, its only private transportation system of any kind—is the SIRT, a subsidiary of the Baltimore & Ohio. The SIRT, with 28.85 miles of line, operates passenger service between St. George and Tottenville, 14.3 miles; St. George and Wentworth avenue (South Beach), 4.0 miles; and St. George and Arlington, 5.1 miles; and freight service over those and other lines shown on the map.

Passenger service is third-rail electrified; is handled with multiple-unit cars of the rapid-transit type; and is conducted on a rapid-transit basis. Despite curtailments of service effected in 1948, the Monday-through-Friday timetable still shows 306 trains in each 24-hour period—61 in each direction on the Tottenville line; 40 each way on the South Beach branch; and 52 on the Arlington line. Mid-day service on all lines is provided at intervals of 15 to 30 minutes. The passenger traffic density exceeds even that of the Long Island—95.4 train-miles per mile of road per day for the SIRT in 1950, against 54.2 for the LI, though the latter's overall figure is heavily diluted by the comparatively light traffic on lines outside commuter territory.

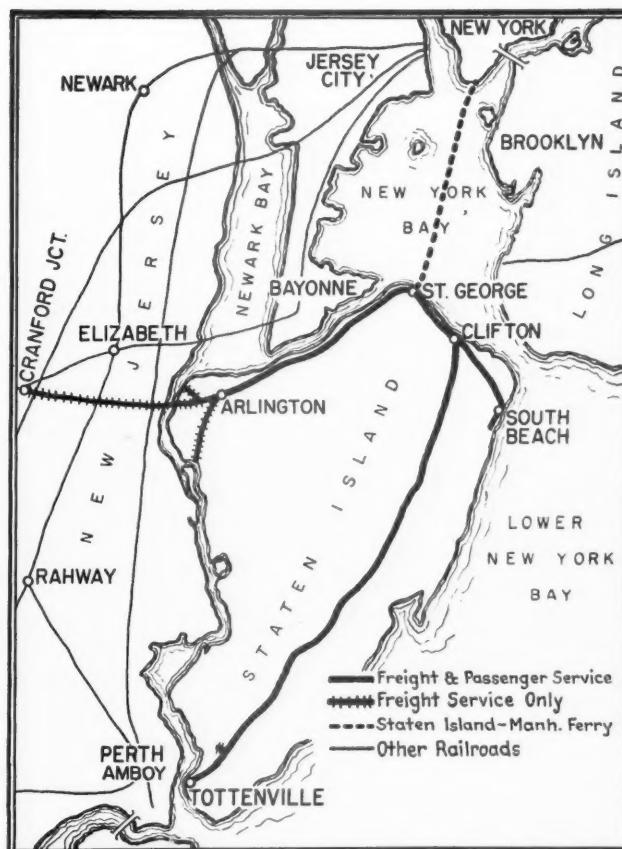
Individual trips on the SIRT are necessarily short; they averaged only 6.69 miles per passenger in 1951. And with a large proportion of all passengers traveling at commutation rates, average revenue per passenger is also necessarily low—only about 14 cents, or just a little over two cents per mile, in 1951. (During periods of high military activity, the SIRT handles some interline troop movements between government piers on Staten Island and connections with other railroads on the New Jersey mainland. These movements involve a somewhat longer average haul and a higher average fare, but they normally represent such a small proportion of the line's total passenger business that they do not materially affect the averages for civilian traffic alone, as given above.)

As in other suburban passenger operations, short hauls, low fares and the necessity of providing frequent service have combined to make the SIRT's passenger business a losing proposition for many years. But as recently as 1945, as shown by Tables 2 and 3, losses were small enough to be absorbed without undue difficulty by revenues from freight operations. In 1946 and again in 1947, however, traffic dropped off sharply (Table 1). Commuter fares remained stationary, and basic fares were increased by only 13 per cent, on July 1, 1947. Expenses, while kept under control, could not be reduced. As a result, passenger losses jumped from less than \$435,000 in 1945 to nearly \$735,000 in 1947.

Kiss of Death

The killing blow, however, came on July 1, 1948.

Since February 1947 New York City, through its Board of Transportation, has been the principal operator of common carrier buses on Staten Island. Its bus routes, using city streets and public highways, blanket the island, paralleling or crossing all SIRT lines at all important points. Prior to mid-1948, the fare on these buses was on



The Staten Island Rapid Transit provides passenger service from St. George to Arlington, South Beach and Tottenville, and freight service between trunk line connections on the New Jersey mainland and Staten Island. The island is an important ocean-rail transshipment center.

a zone system—five cents per zone, with four zones for the 14 miles between St. George and Tottenville. Even on this basis, bus fares were a little below rail fares, but the greater speed and comfort of rail service still kept the competition from being too unequal. Rail time from St. George to Tottenville, for example, varies from 30 to 40 minutes; bus time is approximately one hour.

On March 1, 1948, however, rising postwar costs forced the railroad to increase its commutation fares by 30 per cent. On July 1 of that year the city, with ample tax revenues available to cover operating losses, abolished the zone system and reduced its bus fare to a flat seven cents between any two points on the island. This, in effect, produced a bus fare for the extreme 14-mile journey between St. George and Tottenville of one-half cent per mile, against a rail rate of about two cents per mile.

Seven Miles for One Cent

Drastic as that reduction was, however, it was only part of the story. Most Staten Islanders, traveling to other parts of New York City, have to use city subways to complete their journey in Manhattan or Brooklyn. The

TABLE 1—PASSENGERS CARRIED—REVENUE PER PASSENGER

Year	Commutation	Regular	Interline (Military)	Total	Comm.	Revenue per Passenger Direct Passenger Revenue (Cents)			Total
						Regular	Interline		
1945	3,796,334	10,606,245	408,887	14,811,466	8.32	10.43	62.98	11.34	
1946	3,968,706	9,535,742	73,928	13,578,376	8.21	10.64	63.55	10.21	
1947	4,278,994	8,004,982	11,245	12,295,221	8.22	11.73	62.70	10.56	
1948	3,057,328	5,635,246	3,644	8,696,218	11.69	13.34	71.93	12.79	
1949	1,709,520	2,714,170	720	4,424,410	13.58	14.31	59.30	14.04	
1950	1,522,982	2,327,109	27,980	3,878,071	13.92	14.57	79.82	14.79	
1951	1,541,440	2,409,471	33,565	3,984,476	13.96	14.60	85.83	14.96	



The SIRT's freight service—all short-haul—is handled entirely by diesel-electric locomotives of the switching or

road-switching types. Freight service would be continued even if passenger service is discontinued.

city, also on July 1, 1948, adopted not only the flat seven-cent island bus fare, but a combination 12-cent fare for a joint island bus-city subway trip. Since the regular city subway fare is a flat 10 cents, this joint fare, in effect, cut the island bus fare, for all except local travelers, to two cents—for a journey of any length!

SIRT passengers traveling to New York, of course, enjoyed no such combination fare, but had to pay the full 10-cent fare on city subways, in addition to their island rail fare, which was itself above the bus fare.

The inevitable result of this discrepancy in charges was a sharp and immediate decline in railroad passenger traffic; excluding military movements, it fell off by 64 per cent—from 12,283,976 passengers in 1947 to 4,423,690 in 1949 (Table 1). The increased fares put into effect in 1947 and early 1948 kept revenues from dropping quite as sharply, but they still declined by 53.8 per cent—from \$1,368,220 in 1947 to \$632,738 in 1949 (Table 2).

The railroad countered in September 1948 by cutting

its service from about 550 trains per day to the present total of 306—about 44 per cent—and by so doing reduced its passenger operating expenses from \$2,102,102 in 1947 to \$1,803,623 in 1949 (Table 3). But that reduction in costs was only 14.2 per cent, against the revenue loss of 53.8 per cent.

As a result, passenger operating expenses, which had stood at 153.64 per cent of passenger revenues in 1947, nearly doubled, proportionately, rising to 285.05 per cent of revenues in 1949.

"No Private Company Can . . . Endure"

Permission to discontinue additional trains was denied by the New York Public Service Commission early in 1949, in a sharply worded opinion which said that a railroad company has a "positive duty" to render "adequate" service, even under conditions "against which no private company can long compete, or possibly even endure," and even though it "might ultimately be forced

TABLE 2—OPERATING REVENUES—FREIGHT AND PASSENGER

Year	Freight	Per cent to Total Revenues	Passenger	Per cent to Total Revenues	Total Revenues
1945	\$3,239,180	65.1	\$1,737,506	34.9	\$4,976,686
1946	2,119,640	59.5	1,445,706	40.5	3,565,346
1947	1,860,945	57.6	1,368,220	42.4	3,229,165
1948	2,400,224	67.2	1,173,854	32.8	3,574,078
1949	2,190,192	77.6	632,738	22.4	2,822,930
1950	2,327,544	79.9	583,597	20.1	2,911,141
1951	2,991,334	83.2	604,498	16.8	3,595,832

to abandon operations" (*Railway Age*, January 22, 1949, page 45).

With this source of relief thus denied, and with costs continuing upward, passenger expenses have maintained their steady climb in relation to revenues (Table 3). Even though passenger traffic and revenues themselves have tended to level off since 1949 (Tables 1 and 2), 1951 expenses were 322.32 per cent of revenues—nearly three and one-quarter times as high.

It was this situation which led to the filing, in June, of the company's petition to discontinue all passenger service. The discontinuance was to have become effective July 7, but the Public Service Commission ordered service continued until September 13, pending hearings; and the railroad subsequently agreed to a further continuation of an additional 60 days, to November 13 (*Railway Age*, July 28, page 17), at the request of a special committee appointed by the mayor of New York "to try to work out a solution to the problem." P.S.C. hearings have accordingly been adjourned until September 17.

Buses Cost City \$200,000 a Month

Meantime, the publicly operated buses roll merrily along, costing the taxpayers of all New York City thousands of dollars a day in direct subsidy alone. Fares were increased from seven cents to 10, and the combination fare with city subways from 12 cents to 15, on July 1, 1951. Even so, the admitted operating loss on the island buses, which was \$1,606,101 for the 12 months ended June 30, 1951, jumped to \$1,589,659 for the eight months between July 1, 1951, and February 29, 1952. On July 1, 1952, the 15-cent combination bus-subway fare was abolished, in favor of a straight 10-cent fare on each.

The two increases obviously narrow the spread between rail and bus charges, particularly for travelers who also use the city subways. They have, together, produced some small increase in railroad traffic—but not enough, the company feels, to permit continuation of passenger service, in view of the constantly rising costs being incurred to provide it. As the accompanying tables show, for example, passenger traffic and revenues each registered a small gain in 1951, as compared with 1950—but not enough of a gain to offset the rise in costs which took place in the same period.

The necessity of seeking authority to discontinue passenger operations was "extremely disappointing," P. K. Partee, general manager of the SIRT, said in a statement issued when the application was filed. The company, he pointed out, "has spent many millions of dollars for the electrification of its line, for grade crossing eliminations, and for other improvements. All of this was done for the purpose of improving, and with the intention of continuing, passenger service." But, he added, "No private business can continue indefinitely to bear such losses. The J. G. White Engineering Corporation made an independent survey and study of the whole situation. It . . . found that 'there is no possibility of overcoming bus competition so that passenger service can be operated without loss.'"

"UNUSUAL AND REFRESHING"

At no time during the course of events leading up to the filing by the Staten Island Rapid Transit of its pending petition for authority to discontinue its passenger service has the company been criticized in newspaper articles or editorials. Comments from the citizens of Staten Island, expressed either verbally or through communications to the *Staten Island Advance*, have all been sympathetic to the railroad.

On July 17, the hearing before the New York Public Service Commission was known as "Staten Island Day," and was devoted entirely to testimony of individuals or of persons representing various civic groups. All of them testified as to the necessity for continuance of rail passenger service between St. George and Tottenville. All of them praised the service of the railroad so highly that, toward the conclusion of the day, Commissioner P. E. Lockwood stated from the bench that it was "highly unusual and refreshing" to hear such praise of service rendered by a railroad.

Under the circumstances, continued operation of passenger service would result in "exhaustion and dissipation" of the company's assets, and would be so "unjust and unreasonable" as to "constitute the taking of petitioner's property for public use without just compensation."

"Very Fair Offer"

There is, Mr. Partee told *Railway Age*, no question of abandonment of SIRT lines, or of discontinuance of freight service, although the company did offer to sell to the city its lines from St. George to Tottenville and South Beach for continued operation of passenger service, with freight trackage rights to be retained by the SIRT. The city, however, aware of the potential revenue from freight service on those lines, preferred to buy them outright, if at all. The SIRT acceded to this proposal, subject only to reservation of trackage rights for freight service from St. George to the Army base at Tompkinsville, just one-half mile east. The reason for this reservation was the cost of setting up interchange facilities for the large amount of traffic which would move over city lines only the short half-mile between St. George and the Army docks.

Thus, as matters now stand, the SIRT has offered to sell to the city, for \$1, all its lines south and east of St. George, subject to the noted reservation of trackage rights. The sale would include all passenger rolling stock and all electric power equipment, for a cash price to be determined by a board of three appraisers. The city would reimburse the SIRT, up to \$100,000, for moving to a new building to be erected in Arlington shop machinery and supplies now located at Clifton; and would assume all future payments and obligations of the SIRT under outstanding and future orders of public authority.

TABLE 3—OPERATING EXPENSES—FREIGHT AND PASSENGER

Year	Freight	Per cent to Total Expense	Per cent to Freight Revenues	Passenger	Per cent to Total Expense	Per cent to Passenger Revenues	Total Expense	Per cent to Total Revenues
1945	\$1,777,085	45.0	54.86	\$2,171,315	55.0	124.97	\$3,948,400	79.34
1946	1,162,932	35.7	54.86	2,098,095	64.3	145.13	3,261,027	91.46
1947	1,076,484	33.9	57.85	2,102,102	66.1	153.64	3,178,586	98.43
1948	1,152,198	33.7	48.00	2,267,682	66.3	193.18	3,419,880	95.69
1949	1,033,603	36.4	47.19	1,803,623	63.6	285.05	2,837,226	100.51
1950	1,076,332	37.7	46.24	1,781,686	62.3	305.29	2,858,018	98.18
1951	1,282,460	39.7	42.87	1,948,394	60.3	322.32	3,230,854	89.85



The Army Base at Tompkinsville is one of the largest of the many ocean-rail transshipment facilities which fringe the north shore of Staten Island. Although the main line which serves it may be sold to the city of New York, the

SIRT proposes to continue to provide freight service under trackage rights, to avoid the cost and trouble which would be incurred by the railroad and the city in setting up interchange facilities at St. George, one-half mile west.

ties in connection with grade crossing eliminations on lines conveyed to the city. This would cover a pending order for removal of crossings between Grant City and Bay Terrace, 2.1 miles, on the Tottenville line, at an estimated cost of \$8 million.

The SIRT would discontinue all passenger service, including that between St. George and Arlington; and would secure from mortgage trustees appropriate releases for all property conveyed to the city.

SIRT employees "presently employed on the property and in the service to be conveyed to the city" and in the St. George-Arlington passenger service would be "taken over" by the city.

This agreement also provides that, if the prospective Narrows bridge between Staten Island and Long Island (Brooklyn) is built "in such manner as to permit the operation thereover of freight cars or trains," then the city will offer to the SIRT the privilege of operating such cars and trains "upon fair and reasonable terms." Such a bridge, incidentally, would, if built, make possible a physical connection between the St. George-Tottenville line of the present SIRT and the Bay Ridge line of the city subway system (B.M.T. division).

A detailed report on this whole proposal was submitted to the mayor of New York by the city's Board of Transportation on June 5. This report makes the following points, among others:

"Train operation on the North Shore and South Beach lines is not justified by the small number of passengers carried (900,000 per year) and the short distances involved Addition of 13 buses to the rush-hour schedules on the Staten Island bus lines of the New York City Transit System closely paralleling these two rail lines will take care of the present number of rail passengers. During the non-rush hours, little or no addition to existing bus schedules will be required. . . .

"As to the 14-mile Tottenville line which carried over three million passengers in 1951, there is . . . no alternative to maintaining railway operation. . . .

"Eventually, when the Narrows bridge becomes economically feasible, Staten Island will unquestionably enjoy phenomenal growth. . . . To allow a first-rate, water level railroad right-of-way, such as that to Tottenville, to be abandoned, would be a colossal mistake which would some day have to be corrected by acquiring a new rapid transit rail line."

Public Operation Would Cost More

Despite what SIRT officers describe as the "very fair offer" outlined above, despite its recognition of the necessity for continued rail service on the Tottenville line, and despite its optimistic assertions as to the future of Staten Island, the Board of Transportation concludes its report with the declaration that it "is not anxious" to take over passenger rail operation on the island. "This



Principal passenger terminal on the SIRT is at St. George, from which all three lines radiate, and at which direct connection is made with ferries to Manhattan and Brooklyn. Tracks in the foreground lead to Arlington and to

New Jersey. The terminal proper is at the left, under the viaduct. The Tottenville and South Beach lines, which may be sold, lead away from the terminal in the center background (under viaduct).

operation," the board's report says, "cannot be a money making venture"—especially in the light of its prediction that under public operation "some increase can be anticipated over costs of present passenger service by the railroad."

The Public Seems to Understand

Perhaps for these reasons, the city, primarily responsible though it is for the decline in traffic and revenues of privately operated rail passenger service on Staten Island, has emerged as the principal opponent of discontinuance of such service in hearings so far held by the Public Service Commission. Apparently heedless of the losses the railroad is suffering, city attorneys have argued, for example, that "the only way the railroad can slide out from under its obligation to provide passenger service is to prove that there no longer is any need for the service." The continued existence of such need—which is borne out only in part by the Board of Transportation report quoted above—is proved, these city attorneys say, by the SIRT's own efforts to sell some of its lines to the city.

Employees, too, are opposing the proposal; they fear loss of railroad seniority rights and Railroad Retirement Act benefits.

But Staten Islanders, whose transportation future is at

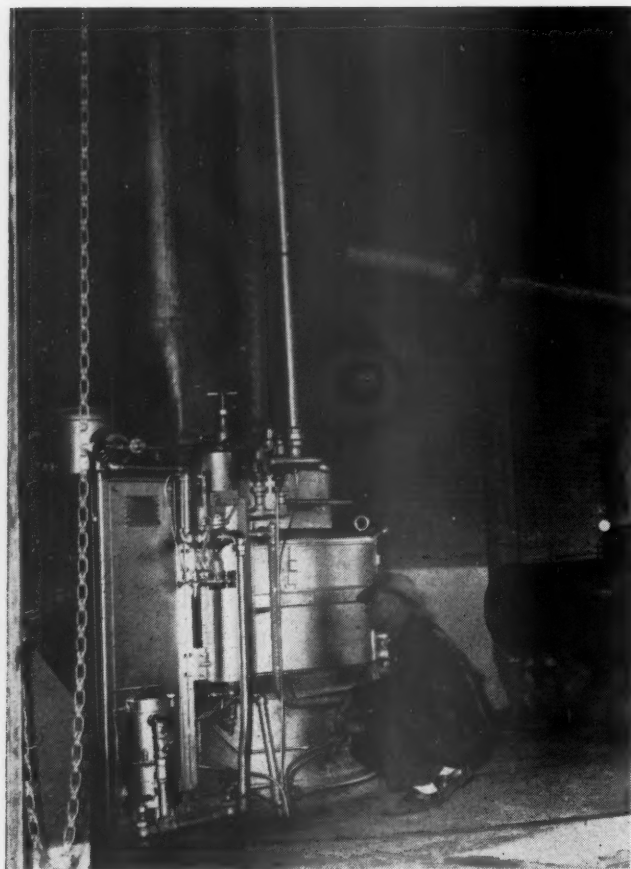
stake because of their city's experiment in socialized transportation, appear to be taking the matter with rare and unusual sympathy for the railroad. They, understandably, want part of the rail service continued. But if the following excerpts from an editorial in the island's leading newspaper, the *Staten Island Advance*, fairly represent public opinion—and there is good evidence that they do—then the public, for once at least, appears to recognize the inherent inequalities in competition between private and subsidized public agencies of transportation. Says the *Advance*:

"When the railroad's lines lost money, it had to reduce schedules and charge higher fares. That was no way to meet competition, but private enterprise has no other choice.

"When the city buses lost money, that fact was noted in annual reports and the difference was made up by the general municipal treasury. . . .

"But by beating out the SIRT, the city is handing itself another problem. It has to take over the rapid transit, provide substitute service or give the railroad concessions running well into six figures. . . .

"The city will have to take over the rail passenger service. . . . On the other hand, it will also have to end bus-train competition. . . . The competition, so strikingly portrayed in the SIRT's petition . . . can't be continued if one 'family' is to control both operations."



Vapor Clarkson steam generator installation on the T&P at El Paso reduced the fuel bill 40 per cent.



The tank on the extreme right is the fuel-oil supply to operate the steam generator if there is a failure in the supply of natural gas.

On the Texas & Pacific

Automatic Steam Generator Cuts Fuel Bill 40 Per Cent

A model 4740 Vapor Clarkson steam generator installed at the El Paso shops of the Texas & Pacific to replace two manually attended conventional gas-fired boilers has cut the fuel bill 40 per cent and permitted the reassignment of three boiler room attendants to other duties.

The unit, rated at 4,500 lb. of steam per hour, runs 24 hours a day supplying 165-lb. steam in amounts varying from 1,000 to 5,000 lb. per hour. The generator has modulating controls of the type used on diesel locomotives to supply the exact demand at any instant rather than the on-off control supplied with steam generators used for pile driving equipment.

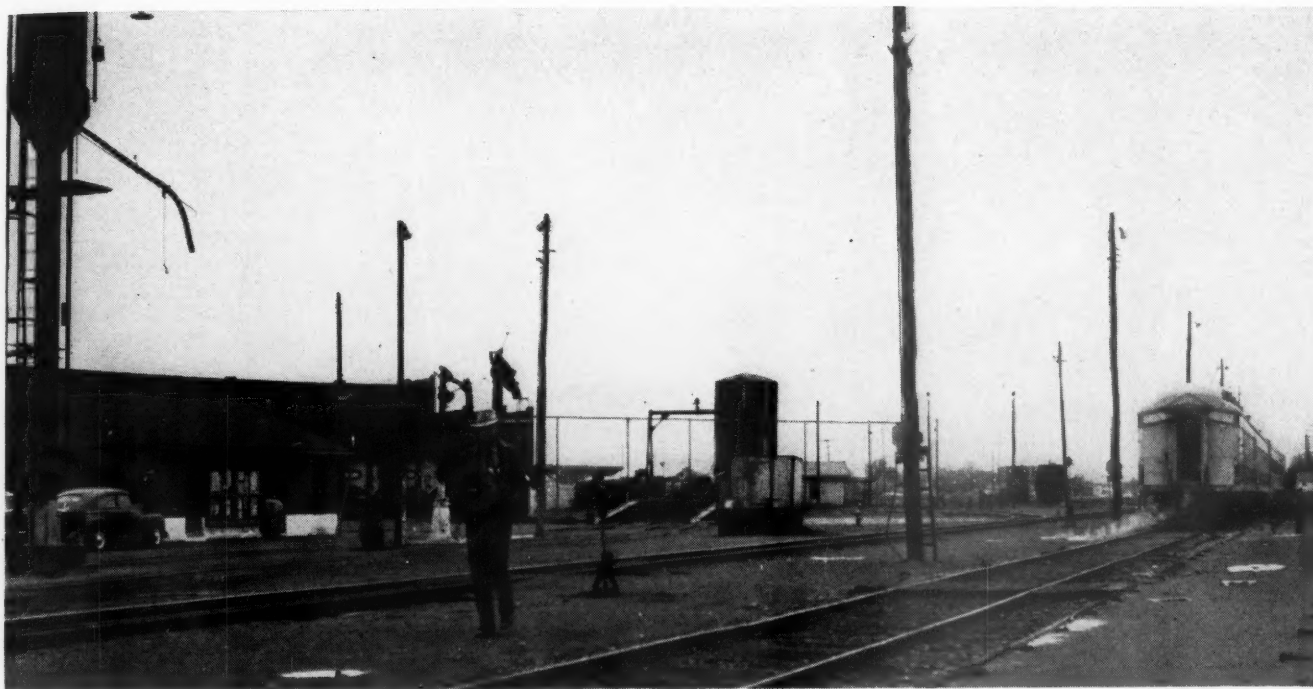
The generator burns natural gas, but is equipped to burn fuel oil by turning one switch which makes all the changes necessary. Operation is completely automatic except for blowing down for approximately one minute at the beginning of each eight-hour shift.

Steam from the generator drives a 400-cu. ft. per min. air compressor and supplies some 2,500 ft. of steam pipes around the diesel shop, coach yard, passenger storage track, filter cleaning tanks, oil tanks, drying ovens, journal-box waste tanks, and for oil-house and building

heat. The steam supplied to the passenger-car storage track is used both for heating and to supply steam-jet air conditioning equipment.

The air compressor driven by steam from the generator maintains 115-lb. air pressure on 1,200 ft. of air line and in three 3,000-cu. ft. air reservoirs. Air from the compressor is used to operate one-ton portable hoists, air hammers and air jacks, and for yard charging of freight trains. Altogether the air compressor takes about one-quarter of the generator output.

Prior to the installation of the Vapor automatic steam generator, three full-time men, one on each shift, took care of the power plant with its two gas-fired conventional boilers and the air compressor. The latter was controlled by hand under the old setup. It is now automatic in operation, running at varying speeds from 30 to 300 r.p.m. when the air pressure is below 115 p.s.i. When 115 lb. pressure is reached, the compressor speed is cut to 30 r.p.m. The variations in speed are controlled by a valve in the steam line which reduces the steam pressure. The 30 r.p.m. is ample speed to compensate for any leaks in the air lines, and dead-center stops are eliminated. With the automatic controls steam consump-



The generator supplies steam to an office and shop (left), oil house (center), and passenger cars.



An injector similar to the one above cleaning a diesel locomotive is used in the car shop.

tion is estimated to be reduced about 50 per cent over the manual operation.

With the modulating-type controls used on the generator, steam is made as needed and only in the quantity needed. This is considered to be an important factor in the fuel saving. The 40 per cent figure was arrived at by comparing the fuel bill for February 1951 (\$1,048) with that of February 1952 (\$619). In each of these months the demand for steam was approximately the same; there was no reduction in the areas to be heated, the amount of steam required for cleaning, the number of air tools in operation, etc.

The generators are equipped with automatic controls for complete safety of operation, including an "electric eye" to shut off the fuel if the fire does not light, a steam-temperature limit control to shut off the fuel if the steam temperature goes too high as a result of insufficient water in the coils, a water-pressure relief valve in the event that an obstruction in the coil causes excessive water pressure, a stack-temperature cutout to shut down

the unit if the stack temperature becomes excessive, and a time-delay cutoff to shut down the unit if the fire does not light up in a few seconds.

The generator operates with an overall thermal efficiency of about 81 per cent. It can develop a steam pressure of 200 p.s.i. from cold water in two minutes, and can recover full working pressure and sustain full output in a matter of seconds when it is cycling or after a short shut down.

Some saving is expected in cost of water treatment also because steam is made only when needed, thus eliminating waste of water.

Savings in maintenance and time out of service are expected from the ease and speed with which the coils can be cleaned, a washout requiring only about two hours and necessitating making only two connections. Should the generator require shutting down for a period of several days, one of the T&P steam generator cars, which are also equipped with Vapor generators, can easily be substituted for the fixed installation.



The front of the new building emphasizes continuous fenestration, with visors, in the office section and the wide paved area on the tailboard side of the freighthouse.

New Frisco Building Reflects Modern Architectural Trends

Combination freighthouse and office at Fort Worth is smaller than its predecessor but more efficient, has movable partitions, and is easily expandable

Modern design plus! This seems to be the appropriate way to characterize the overall effect of a new combination freighthouse and office building the Frisco opened recently at Fort Worth, Texas. The building not only incorporates design features and materials commonly associated today with new railroad buildings, but it also has several features putting it in a class by itself.

Reasons for Project

The new freighthouse was not built to obtain increased capacity but to replace an antiquated building and to relocate the facilities to make available some 1,100 front feet of industrial property. The old freighthouse and tracks serving it were so situated as to prevent this property from being devoted to industrial purposes. The construction of the building also eliminated the rental of office space in downtown Fort Worth.

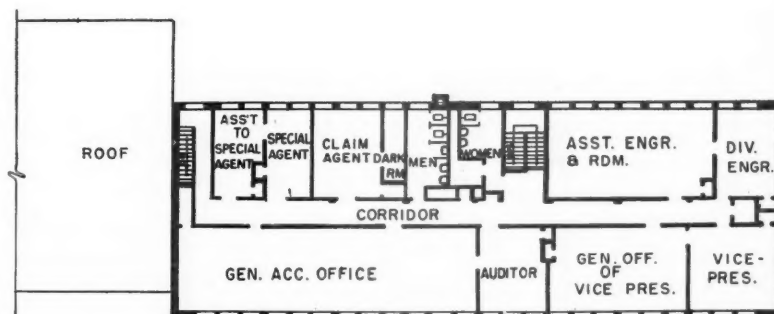
In a two-story section 125 ft. long, the new building houses the operating and general offices of the Frisco

lines in Texas, while a one-story section, 151 ft. long, comprises an l.c.l. freighthouse with a covered platform along the track side and a covered dock at the outer end.

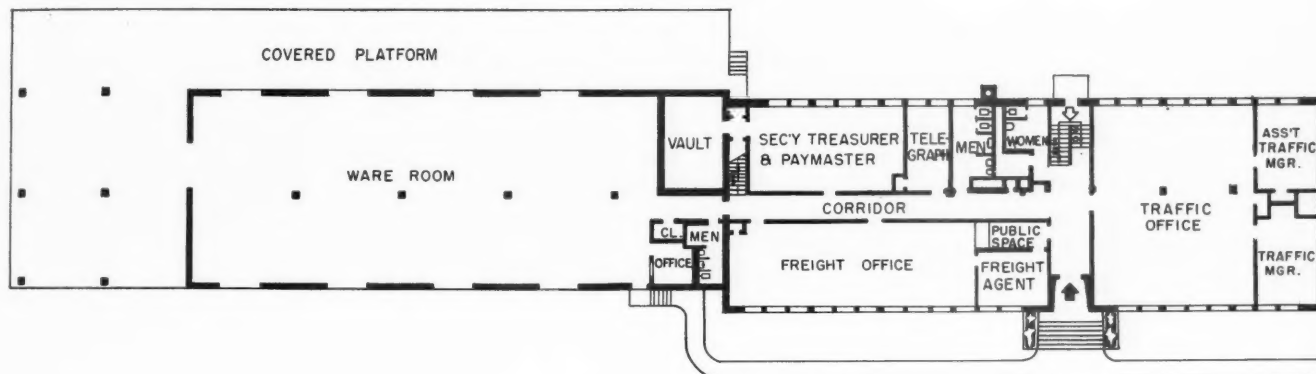
Actually, the new structure, while ample for the Frisco's current needs in Fort Worth, is smaller than the old one. Should business increase considerably, however, the building is so constructed that additional wareroom space and docks can be added without departing from the original scheme. Furthermore, since the new freighthouse was built with an eye to increased efficiency, it is estimated to have the same capacity as the older structure.

The planning of the wareroom and dock is better adapted to the use of freight handling equipment such as fork-lift trucks and other motorized equipment of the type which would be efficient in a small freighthouse. In addition, the 15-ft. width of the covered platform between the wareroom and the track enables cars to be spotted without relation to the location of the doors and also provides necessary paths for motorized equipment.

Transverse partitions in the office section are movable so that adjustments in space can be made to accommodate the facilities to changing conditions. The entire wareroom of the freighthouse is visible from the foreman's office in the corner.



SECOND FLOOR PLAN



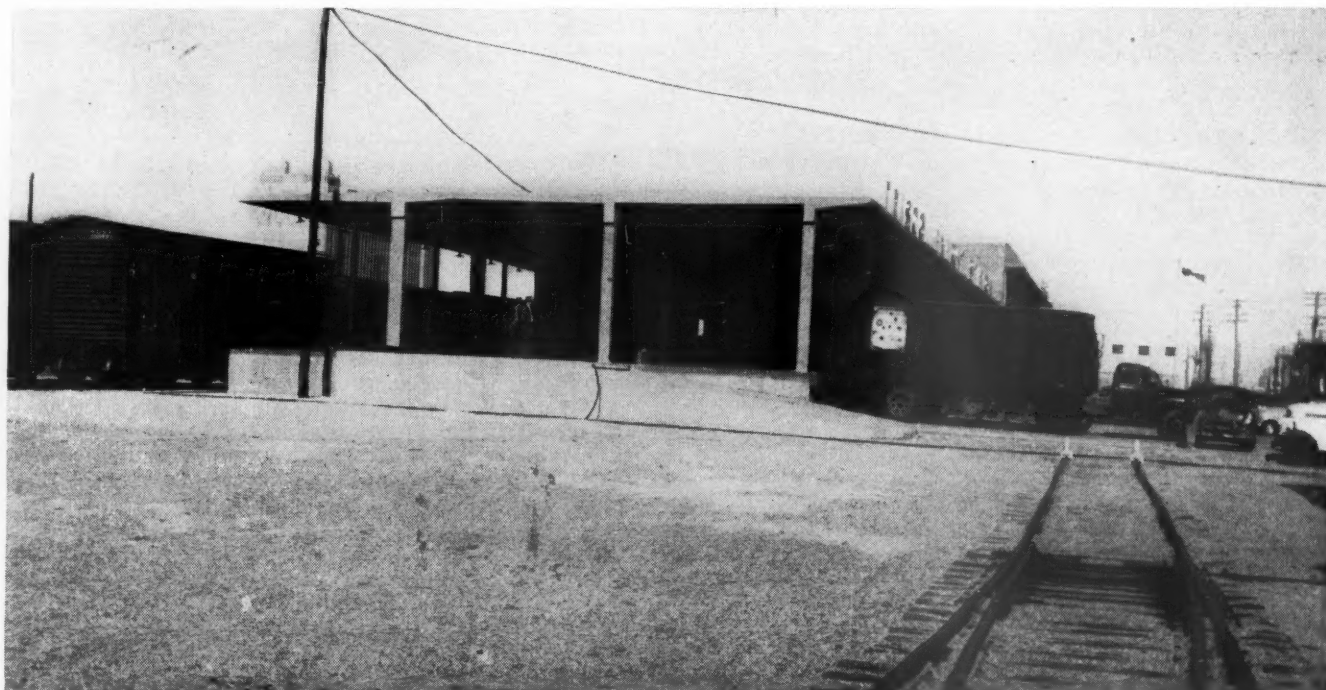
FIRST FLOOR PLAN SCALE 0 5 10 15 20 25

The old freighthouse had a narrow unroofed dock which was inadequate to permit the use of motorized equipment. The old facility did not have a ramp for the unloading of automobiles; this function was served by a wood unloading dock located several hundred feet from the old freighthouse.

The building has concrete foundations and floor slabs and is faced on the exterior with buff-colored brick. The office section is flexibly arranged to permit the floor

space to be readjusted as may become necessary in the future. On both the first and second floors of this section (see accompanying floor plan) there is a longitudinal corridor 5 ft. wide, flanked on each side by a space 17 ft. wide for offices.

While the transverse dimensions of the offices cannot be varied, the length may be altered at any time, as all cross partitions between the offices are movable, permitting each space to be increased or decreased in mul-



The roof over the freighthouse and covered dock, and the canopies on both sides, are of reinforced concrete.



Although the freighthouse portion of the new building is smaller than the facility it replaces, its greater efficiency gives it the same capacity.

tuples of 4 ft. 9 in., this being the width of the standard metal sash, plus mullions, that are practically continuous along both sides of the building. The office part of the structure was designed to accommodate an additional story if this should be necessary in the future.

Functional Color Schemes

The ceilings in the office section are of acoustical tile and the floors are of hardwood blocks cemented to the concrete slab. All the offices are decorated in functional color schemes, each wall in every office being a different color than the other walls.

The heating system consists of a boiler in the basement, with heat exchangers on each floor, from which hot-air ducts fan out to registers in the outer wall of each office. During warm weather, chilled water will replace hot water in the coils of the heat exchangers, thus cooling the building from 12 to 15 deg. below the outside temperature. On the front (south) side of the building a permanent visor extends the length of the fenestration on each floor to shade the windows from direct sunlight. Heat-absorbing glass in the windows at the east end helps in reducing summer temperatures inside the building.

Extensive Roofing

The freighthouse portion of the structure has a ware-room 40 ft. wide by 111 ft. long. The covered platform on the track side is 15 ft. wide. The covered dock at the outer end extends 40 ft. along the tracks and has a width of 56 ft. At present there are two house tracks with a capacity for 10 cars, but space is available for the addition of a third house track, with a capacity of 5 cars, if needed in the future. The covered dock is served by a ramp to enable automobiles to be unloaded from cars,

then serviced and sent down the ramp to the street level.

The wareroom has a reinforced concrete roof deck which also extends over the dock at the outer end of the building. The canopy over the platform on the track side is also of reinforced concrete and is of cantilever design. The door openings in the brick side walls on both the track and tailboard sides are each 10 ft. wide by 9 ft. high and are fitted with wood doors of the overhead type. The warehouse dock floor and automobile ramp are of concrete. As an experiment the roof slab was coated with an asphalt sealing compound.

Good Lighting

The wareroom and docks are well lighted for night work and are also equipped with floodlights for protective purposes when the freighthouse is closed during the night or over the weekend. Electrical outlets are placed flush with the edge of the dock along the track so that extension cords can readily be plugged in to light the interiors of freight cars. In the design of the building provision has been made for possible later installation of an intercommunications system with talkback speakers.

In one corner of the wareroom, and so placed that the entire space can be seen from it, is the freighthouse foreman's office, which is adjoined by a toilet and locker room for dock workers. The foreman's office has walls of glazed tile and a concrete floor, and is heated by a gas-burning radiant heater. Other features of the wareroom are a large platform scale and a vault for storing merchandise.

This project was carried out under the general direction of E. L. Anderson, chief engineer of the Frisco. The building was designed under the direct supervision of O. H. Tucker, architect of the road.

(Continued from page 18)

socialism and communism to our political and economic institutions were next on the list.

The institute ended by outlining a program for the future, pointing out the need for citizens to accept responsibility in local and national affairs to prevent chaos, statism and government controls.

Students from the railroad ranged in position from trainmaster to vice-president, and included division superintendents, attorneys, traffic managers, a mechanical superintendent, an auditor, a tax agent, and an assistant paymaster. Three were from the executive department; two from public relations; 13 from operating; five from traffic; three from law; two from accounting; and one each from the treasury, tax, purchasing, and highway motor departments. The participants are reported as enthusiastic with their experience—as a valuable “refresher” for those long past their formal school-days. Incidentally, only a third of the group had any background of college training, but this absence was found to be no handicap to their assimilation of or interest in the subject matter.

Class met daily for the six weeks from 9 a.m. to 5:15 p.m., Monday through Friday. Guest lecturers were arranged for two or three evenings a week, and a long list of books was prepared and made available; these were intensively read.

Participants were permitted to bring their families with them. They were housed in a university residence hall and some of the wives also took summer courses.

Air Freighters to Keep Low “Back Haul” Rates

Freight-carrying air lines will continue to publish “directional rates” as an encouragement to the growth of “back haul” traffic. The Civil Aeronautics Board has authorized an indefinite extension of these rates, which are generally below the air freight minimum.

Most air freight business has traditionally moved from North to South and from East to West. The C.A.B. found that empty back hauls were a limiting factor on air freight growth, and it authorized the lower “directional rates” on a test basis.

“In view of the successful outcome of the experiment, we find that they should be continued,” the C.A.B. said. The air lines reported to C.A.B. that the low back haul rates substantially increased their business.

Waybill Studies

Waybill studies issued recently by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission include: Statement No. 5220, Distribution of Freight Traffic and Revenue Averages by Commodity

Classes—Terminations in 1951; Statement No. 5221, Quarterly Comparisons, Traffic and Revenue by Commodity Classes—Terminations in Fourth Quarter, 1947-1951; and Statement No. 5222, Quarterly Seasonal Comparisons of Carloads, Tons per Car, Length of Haul (Short-Line), and Revenue per Hundredweight by Commodity Classes—Terminations of 1947 through 1951.

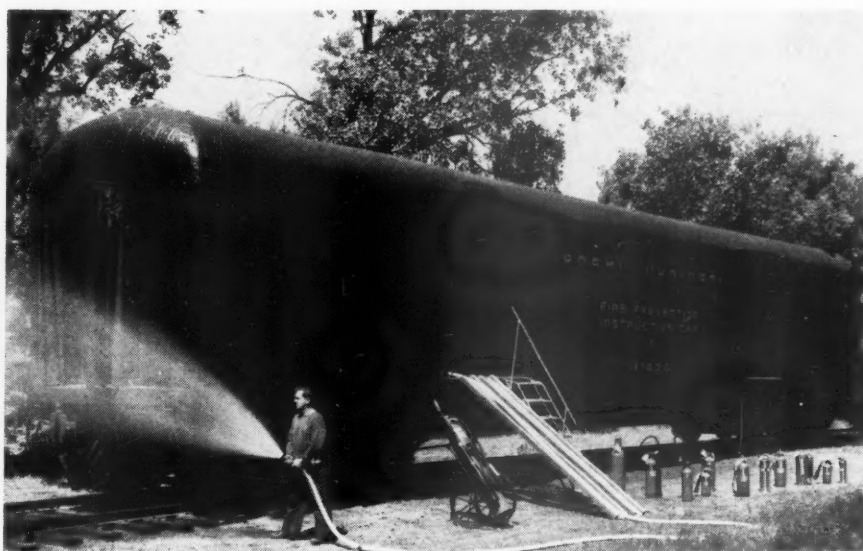
B&O Issues Publication on Grade Crossing Accidents

The Baltimore & Ohio has begun publication of “Grade Crossing Safety News” in the interest of safety at public grade crossings. Issue No. 1, consisting of one page, with illustrations, has a short feature story describing the nature and frequency of grade crossing accidents. There is also an editorial called “Look, Listen, Wait.”

Great Northern Using A Fire Prevention Car

A fire prevention instruction car—possibly the first railway car of its kind—has been placed in service by the Great Northern following tests at Superior, Wis.

Rebuilt from a 69-ft. baggage car, the instruction car is being designed to support a fire prevention and fire fighting training program for GN employees and supervisory officers. It is operated under the road's insurance department and is staffed with qualified personnel from that department while on tour of the system. Besides training in fire prevention, the program is intended to familiarize personnel, including fire brigades at shops and terminals, with quick use of proper extinguishing equipment so that more fires can be controlled in the incipient stage.



Quick control of fires is the goal of the Great Northern's fire fighting and prevention program, which centers about this newly equipped instruction car. The water fog nozzle being demonstrated in the foreground is

The car is equipped with a large water tank and pump adequate to operate both fog and straight stream nozzles where pressure is not available in the instruction area. It also is equipped to demonstrate the so-called “liquid mechanical foam” method of combating oil fires. By this method a chemical compound is compressed into a hose stream of sufficient strength to “blanket” open oil fires with tiny bubbles which, in effect, “suffocate” the fire.

Another extinguishing system demonstrated is the dry-powder method in which a chemical—made up largely of bicarbonate of soda with drying agents added—is expelled by high pressure cartridges of either nitrogen or carbon dioxide gas. There are also cylinders of various sizes containing carbon dioxide under high pressure (the so-called “dry ice” method); the familiar carbon tetrachloride hand extinguishers (for electrical fires) and the various types of soda, acid and water extinguishers, both pressurized and operated by hand pumps.

Under the program GN employees are learning how to select and operate the proper type of extinguisher for every kind of fire. In addition, they are receiving instruction in operation of large, standard fire department hoses under pressure from hydrants or water lines.

National of Mexico to Use Diesels on Branch Lines

The National of Mexico has announced it will change its motive power on short branch lines from steam to diesel. Test runs with diesel power are to be made between Monterrey, N.L., and Matamoros, Coah., and also on the Aguascalientes, Ags.-San Luis Potosi, S.L.P., branch. Passenger traffic be-

operated from a tank and pressure pump system that is part of the car's special equipment. At the right may be seen different types of fire extinguishers with which GN employees are being familiarized.

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Let Amcreco Creosoted Products help you cut maintenance costs . . . they can do it.

This is no idle claim! The records of several of the nation's leading railways prove that cross ties, bridge ties, framed bridge timbers, piles, poles and cross arms treated with the Lowry Process of pressure creosoting *last longer* . . . in fact, they even exceed normal life expectancy. This process protects timber so that maintenance is cut to the minimum. Year after year you realize the resultant profits.

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Changes in Capitalization of Class I Railways

Item	December 31			Percent of change	
	1951*	1950	1943	1951 vs. 1950	1951 vs. 1943
Capital stock	\$7,935,372	\$7,892,586	\$7,918,428	+ 0.5	+ 0.2
Long-term debt:					
Funded debt unmatured	6,523,904	6,662,282	8,378,245	- 2.1	- 22.1
Debt in default	175,913	176,317	757,808	- .2	- 76.8
Receivers' and trustees' securities	—	—	9,326	—	—
Equipment obligations	2,284,728	1,848,049	773,604	+23.6	+195.3
Amounts payable to affiliated companies	615,677	594,254	543,787	+ 3.6	+ 13.2
Total, long-term debt	9,600,222	9,280,902	10,462,770	+ 3.4	- 8.2
Interest accrued on above debt	326,391	325,830	443,367	+ .2	- 26.4

*The 1951 figures are preliminary

—From July 15, 1952, issue of "Monthly Comment," published by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

tween the two latter points is said never to have operated at a profit. Locomotives and passenger cars for the new branch-line operations will be borrowed from other divisions of the railroad.

Proposals by a Japanese mission to Mexico that a railroad car assembly plant be established in Salina Cruz, Oax., on the Pacific coast, are reportedly being studied by the Mexican government. A barter agreement has been proposed whereby, in exchange for Mexican cotton surpluses and large shipments of salt, Japan would provide essential equipment for the assembly plant.

N&W Conductors Stick with O.R.C.

The Order of Railway Conductors will continue as collective-bargaining representative of the Norfolk & Western's road conductors, according to results of a recent election which has been certified by the National Mediation Board. The O.R.C. defeated the Brotherhood of Railroad Trainmen by a vote of 257 to 148.

International Travel Show To Start October 25

Preparations are under way for the International Aviation and Travel Exposition which will be presented in Chicago from October 25 through November 2. Although the title would indicate that air travel is to be stressed, the announced plans emphasize that railroads, steamship lines, bus lines, travel agencies, Travelers Aid, state and regional tourist agencies and many allied groups will exhibit at the exposition.

Exhibitors who have travel films will be able to have them shown in one of two public theaters which will be operated in the exhibit area. Provisions are being made to accommodate approximately 200,000 persons at the exposition, which will be held in the Chicago Municipal ("Navy") pier at the foot of Grand avenue.

The exposition has some 300 sponsors and is being operated under the direction of International Aviation and

Travel Shows, Inc., 6 East Lake st., Chicago.

B&O Forms Third Class Of Engineering Trainees

A third class of six engineering college graduates has been formed by the Baltimore & Ohio for its "Technical Graduate Training Course," designed to prepare its members for supervisory positions on the railroad.

The training plan, inaugurated two years ago on the B&O, calls for selection of a limited number of graduate engineers to take the course each year. The course lasts 125 weeks and affords the trainee actual experience working in the principal departments of the railroad, such as engineering, maintenance of way, communications and signals, motive power, and operation, with three weeks set aside for study of activities in the financial, accounting, traffic, legal and purchasing departments.

News Briefs . . .

. . . A four-year scholarship at Allegheny College, Meadville, Pa., will be given to the son or daughter of a Santa Fe employee who best qualifies for it in the eyes of the college admissions office and officers of the system. The scholarship, effective next September, commemorates the 100th anniversary of the graduation, from Allegheny, of Cyrus K. Holliday, founder and first president of the Santa Fe.

. . . Phonograph records are now being used by the Union Pacific to promote travel to western resort areas. A melodic farewell, sung by employees at Zion National Park to departing guests, was transcribed on a tape recorder and later transferred to mailable disks. The jacket in which the disk is mailed reads: "We all try to break records where business is concerned, but here's one we hope you will want to keep and listen to." A one-sentence "commercial" con-

cludes the recording. More than 900 travel and tour bureaus over the nation have received the novel "ad."

Canadian Hearings Set

November 10 has been fixed by the Canadian Board of Transport Commissioners as the date for a hearing at Ottawa, on that part of the recent petition of the Railway Association of Canada which asks that the board establish 6½ per cent as a fair return on the net investment in railway property of the Canadian Pacific—the "yardstick line" for Canadian rate-making purposes.

The board has set December 8, also at Ottawa, for hearings on that part of the petition which asks for a general nine per cent increase in Canadian freight rates. This would be subsequent, and in addition to, an immediate 7 per cent increase, which the Railway Association is also seeking, and on which hearings will begin on September 22 (*Railway Age*, July 21, page 12).

Alaska RR Officers Take Saudi Arabian Posts

R. A. Sharood, chief engineer in charge of the Alaska Railroad's rehabilitation program at Anchorage, Alaska, and Carl E. Steeves, safety engineer of that road, have been appointed, respectively, chief engineer and superintendent of operations of the Saudi Government Railroad, with headquarters in Dammam, Saudi Arabia.

Mr. Sharood was born at St. Paul, Minn., on February 25, 1904, was grad-

. . . The last two steam locomotives on the New York Central's West Shore (River division) made their final run on July 16. Fifty-seven diesel-electric locomotives have replaced the approximately 75 steam locomotives that only a few years ago hauled every train on that division.

. . . Before the end of this year, the entire main line of the Western Pacific, from Oakland, Cal., to Salt Lake City—924 miles—will be controlled by C.T.C. machines located in two on-line cities. On July 14 the territory controlled by these machines was extended eastward to Wendover, Utah, less than 120 miles west of Salt Lake City, bringing the project to 86 per cent completion. On the Western division, three machines located at Sacramento, Cal., handle the territory between Oakland and Portola. Two additional machines, located at Elko, Nev., will handle the remaining trackage to Salt Lake City.



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of lamps for every lighting need.**

The acetylene lanterns, once used for railroad lighting, operated on a handful of common carbide and a few drops of water — no purchasing problem at all. But today, with scores of different lamps in general railroad use, it's a complex job... it's the reason you'll find it profitable to order from an experienced, all-inclusive source — your near-by Graybar office.

Graybar distributes every type and size of lamp required for railroad lighting — including signal lamps. Made by General Electric, you can be sure of high quality and maximum service-life. Local stocks, maintained near important railroad centers, mean prompt deliveries.

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THROUGHOUT THE NATION...**



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uated from Cornell University with a degree in civil engineering, and entered railroad service in August 1927 as a chainman on the Northern Pacific. He subsequently served in various capacities in the engineering and operating departments of that road until 1942, when he was commissioned in the Military Railway Service of the United States Army. After being released from active duty in 1946, he returned to the NP as assistant engineer of track, and in June 1947 went to Alaska as chief engineer of the Alaska Railroad.

Mr. Steeves began his railroad career with the New Haven's communications department in 1928, where he remained until entering the Army in 1942. He served with the Army Transportation Corps in Persia and Europe, and, on being separated from the Army with the rank of major, became an assistant divisional officer with the European Central Inland Transportation organization, with headquarters in Berlin. Returning to the United States in November 1947, he became safety engineer with the Alaska.

Union News and Parent Named in Antitrust Suit

Union News Company, which operates news stands in railroad stations throughout the country, and its parent corporation, American News Company, have been named defendants in a civil antitrust suit. The suit was filed by the Department of Justice on July 17 in the federal court in New York.

As summarized in a statement issued by the department, the complaint "charges that defendants have agreed that Union will refuse to handle magazines unless they are distributed by American, and that Union will discriminate in the sale and display of magazines in favor of those which are exclusively distributed by American on a national basis." The relief sought is an injunction to end the alleged arrangement.

Missouri Pacific Gets Connecting-Link Bus Rights

Bus-operating rights on routes which connect two separate networks of its present system of 5,100 miles have been approved by the Interstate Commerce Commission for the Missouri Pacific Transportation Company, subsidiary of the Missouri Pacific. The commission's favorable action was taken by its Division 5 in a report in No. MC-61616.

The rights which Transport got will authorize it to conduct common-carrier bus services on routes between West Columbia, Tex., and Corpus Christi and other points in Texas. The West Columbia-Corpus Christi route is 169 miles in length. It was Transport's "principal purpose" to obtain operating authority between those points, thus linking its network of northern routes

with its network of valley routes. The northern routes extend into Texas, but also serve points in nine other states. The valley routes comprise a smaller network in the eastern Rio Grande valley of Texas.

Bangor & Aroostook Puts Excursion Plan into Effect

The Bangor & Aroostook has established its own round-trip family excursion plan. Under the plan, which will be in effect through next September 14, a parent may buy a round-trip ticket, either by rail or bus, to any station on B&A lines. Purchase of one round-trip ticket entitles the other parent and all children between five and 18 to ride at half fare. Children must be accompanied by at least one parent and railroad tickets will be honored on bus lines, except on Sundays. Officers of the railroad said bus or rail tickets will be interchangeable for parts of trips, or complete trips.

Carl E. Delano, B&A general passenger traffic manager, said the railroad hopes to continue the low rates if the experiment is successful.

Express Rates

The Interstate Commerce Commission has instituted an investigation into the level of North Dakota intrastate express rates. The Railway Express Agency asked for the investigation, which is docketed as No. 31066.

The express agency petition charged the state Public Service Commission with refusing to permit increases in intrastate express rates, particularly on bakery goods and returned empty egg cases, and in class rates. Higher express rates for interstate application were approved by the I.C.C. in Ex Parte 169 and Ex Parte 177.

C.A.A. Announces Airport Aid Program for 1953

A total of 169 airport construction or development projects, costing an estimated \$19,055,855, will be undertaken under the Federal Aid Airport Program in fiscal 1953, the Civil Aeronautics Administration announced recently.

The 1953 program will involve \$9,977,250 in federal funds, with states or localities providing \$9,078,605 in "matching funds." No funds are provided for new airport construction, all allocations being made for improvement of existing facilities.

Since the Federal Aid Airport Program began six years ago, the federal government has contracted to spend \$181,729,792 for airport construction and development. Funds were granted to 2,286 projects at 1,159 different airports.

Apart from its construction activity, the C.A.A. has announced that it is sponsoring "Aviation Education Leadership Institute" in Washington, D. C., August 7 to 15. Leaders in educa-

tion and civic life from 15 major municipal centers are participating in the institute, which is co-sponsored by the Air Transport Association and the Aircraft Industries Association. Purpose of the institute is to provide at least one person in each of the designated communities with a "basic understanding of aviation problems, responsibilities and opportunities," the C.A.A. said.

June Employment

Railroad employment decreased 1.47 per cent—from 1,242,620 to 1,224,363

A SHIPPER ASKS RAILROAD MANAGEMENT TO RE-EXAMINE POLICIES ON L.C.L. TRAFFIC

In a memorandum which he recently addressed "To the Officers of Class 1 Railroads," M. J. Barron, general traffic manager of the Ekco Products Company, Chicago, calls for a complete re-examination of L.c.l. traffic and its problems "not only by freight traffic officers, but by the actual operating management of the railroads—not the operating departments, but by the policy-making executive staff."

"It is an easy thing to say that if a particular line is losing money, the way to dispose of the malady is to cut it off. But that is not the real solution. Today, if a man has an ailing arm or leg, we do not amputate; we examine it to see if we cannot give the necessary life-giving plasmas and medicines to restore that member to complete usefulness . . . Much the same sort of thinking should be applied to the problem of L.c.l. freight."

Mr. Barron then explained that his company manufactures and sells almost 2,000 different items of housewares. He said that it had been a "consistent money maker for over 60 years, but obviously, during all those times, all of the items that Ekco manufactures do not earn a profit, and many times for a period of years, a certain segment of the business is operated at a loss."

"History has proven that you cannot discriminate in the selection of traffic and expect to be able to keep it," his memo continues. "In my 25 years of industrial traffic experience I have never known of any consistent and well organized effort to solicit and handle less-than-carload traffic. True, now and then, railroad managements make statements that they are interested in L.c.l. traffic, but I will gamble my reputation that an independent survey of the principal industrial traffic managers in the country who have L.c.l. traffic available, will reveal that over 90 per cent of the railroads calling on them never even so much as ask about it. And no one ever solicits it."

"Why? Because railroad manage-

—between mid-May and mid-June, according to the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. The mid-June total was 5.5 per cent below that of June 1951.

The index of employment, based on the 1935-1939 average as 100, was estimated at 118.3 for June, compared with 122.2 for May and 125.2 in June of last year.

June 1952 employment was below that of May in three of the seven employee groups. The largest drop was in the maintenance of equipment and

ments foster such a policy. They give more credit to a solicitor who comes in and reports a carload than another solicitor who has earned the equivalent of 10 carloads of L.c.l. traffic."

He then suggests the following program to preserve L.c.l. traffic and to improve its handling:

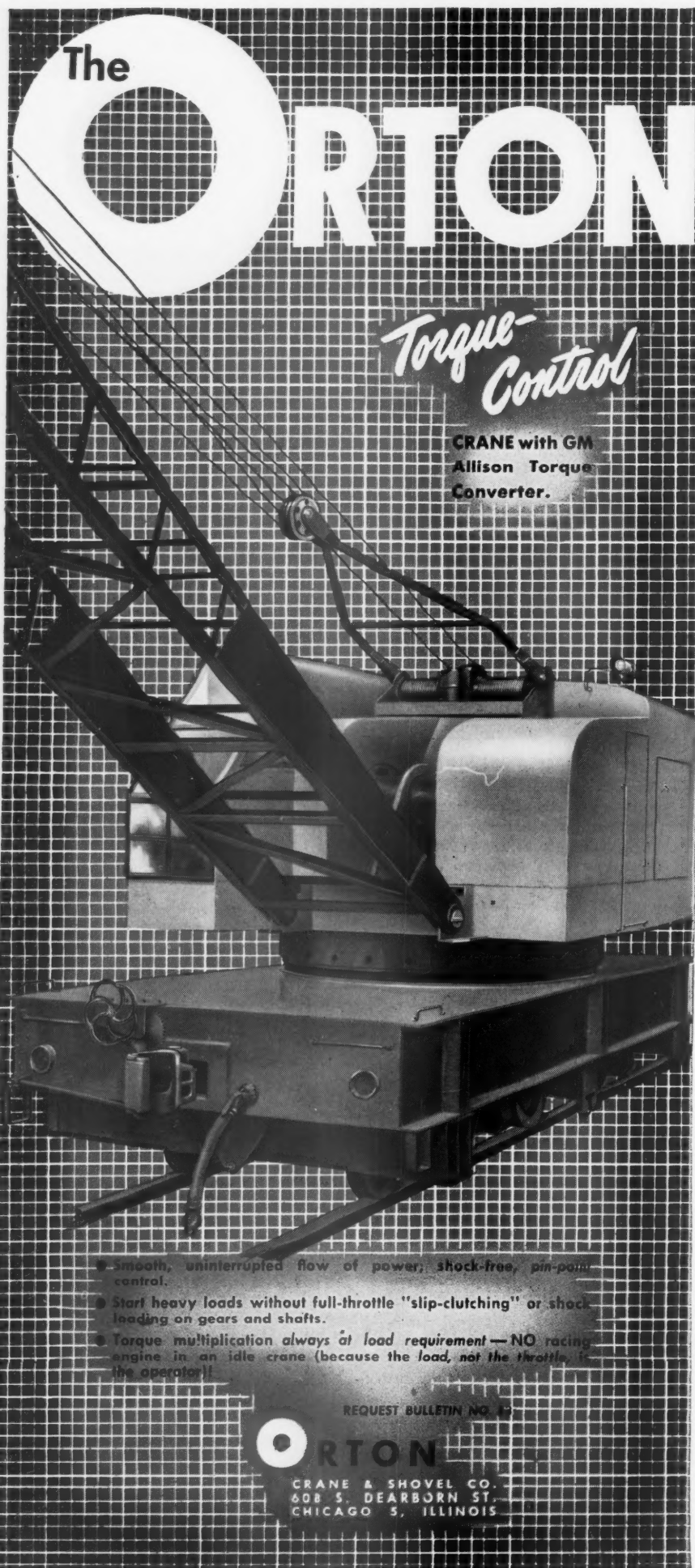
- "If the railroads would organize a committee to analyze freight being made available to a particular receiving point, they could eliminate a considerable amount of minimum loads, reduce the amount of vehicles tied up at their docks, avoid congestion at shippers' docks and thus reduce costs."

- "Assign the picking up of this freight to a limited number of railroad contract carriers."

- "Consolidate, in so-called overhead cars, the movements between principal trunk line points. This would have to be done by a centralized, independent agency and all freight, regardless of routing, would be handled by that line or lines offering the most expeditious shortline service. (While I can see a lot of objections arising from carriers who do not serve both the origin and destination stations . . . they would lose freight that is actually being handled at a loss—and thus not be losing money. On the other hand, the particular carrier providing the best service would receive an increased amount of freight and thus be able to operate its cars with greater efficiency.)"

"One of the outstanding causes of delay in the handling of L.c.l. traffic (which also results in increased costs), is the tendency on the part of employees of the originating carrier to route L.c.l. traffic via the greatest possible distance over their own lines. This policy . . . is frequently uneconomic in the long run. I am certain that if a careful analysis were made, it would be found that revenues obtained from this practice would not offset the costly expense of handling via circuitous routes. And it will never offset the fact that this practice tends to discourage shippers from using L.c.l. service at all."

"I am certain that railroad management has the ability to analyze this L.c.l. problem and to work out solutions that will not only retain the traffic, but improve it and make it a money-making proposition."



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- Smooth, uninterrupted flow of power; shock-free, pin-point control.
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stores group, off 4.32 per cent. There was a 2.41 per cent decrease in transportation employees (train and engine service), and a 1.25 per cent drop in the yardmasters, switchtenders, and hostlers group. The largest increase from May to June occurred in the maintenance of way and structures group, where the number of employees increased 0.95 per cent. The smallest increase was 0.16 per cent in transportation employees (other than train, engine, and yard).

Compared with June of last year, there were fewer employees in six of the seven groups. The only increase was 0.94 per cent in executives, officials, and staff assistants. Decreases ranged from 1.13 per cent for professional, clerical, and general employees to a high of 9.04 per cent in the maintenance of equipment and stores group.

Railroads Fined

The Interstate Commerce Commission has been advised that a civil penalty judgment in the amount of \$3,200 was entered recently against the New York Central in the United States District Court for the Southern District of Indiana.

This was announced by I.C.C. Secretary W. P. Bartel in a notice which also said that the penalty was "for failure to comply with the provisions of Revised Service Order No. 866, prescribing railroad operating regulations for freight car movement in the emergency."

The commission also has been advised that on July 14, 1952, in the U. S. District Court for the District of Arizona, the Atchison, Topeka & Santa Fe pleaded guilty to each of three counts of an information which charged the carrier with violating Section 74.589 (j) (7) of the commission's Explosives Regulations. This regulation provides that a placarded tank car must not be handled next to a loaded flat car.

Secretary Bartel made public this information in a July 28 memorandum for the press. The memorandum said the court imposed a fine of \$50 on each of the three counts.

Canadian Lines to Revise "Schedule A" Rates

Canadian railways are planning to overhaul their so-called "Schedule A" freight rates, which apply on a considerable volume of traffic between specified communities concentrated most heavily in Ontario and Quebec, but extending also into the Maritime provinces. There has not been a basic rearrangement of these charges since 1907, though individually they have been subject to the post-war series of general increases.

The railways have asked the Board of Transport Commissioners to rescind its 1907 order setting up the schedule.

If that is done, the carriers will be able to revise the rates by filing new tariffs with the board. The job will take between a year and 18 months, railway officers estimate, because of the many rates involved.

Generally, "Schedule A" charges for short hauls will be reduced, while those for medium and long hauls will be increased. Purpose of the plan is to give the railways more revenue from these particular rates and so ease the pressure for general rate increases to meet revenue requirements.

The railways are undertaking the move in compliance with a suggestion from the board last January, when it noted in a freight rate decision that western provincial governments had urged railways to "fill in the valleys" of low rates before "building up the peaks," and advised that a start might be made on "Schedule A" tolls. The board suggested the railways might bring up the general level of "Schedule A" rates to about 85 per cent of ceiling rates, known as class-rate mileage tariffs. Railway officers said they plan to adopt the 85-per-cent basis if the board lifts its 1907 rule.

May Accidents

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of "steam railway" accidents for May, and the first five months of this year. The compilation, subject to revision, follows:

Item	Month of May 1952	May 1951	5 months ended with May 1952	May 1951
Number of train accidents*	780	845	4,174	4,656
Number of accidents resulting in casualties	38	36	243	236
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	99	106	350	367
Injured	82	81	342	353
Passengers on trains:				
(a) In train accidents*				
Killed	18	7	106	92
Injured	64	106	840	
(b) In train-service accidents				
Killed	1	2	5	
Injured	129	138	693	667
Travelers not on trains:				
Killed	1	8	1	
Injured	60	59	290	309
Employees on duty:				
Killed	32	24	151	153
Injured	1,536	1,721	8,436	9,600
All other nontrespassers:**				
Killed	116	107	669	700
Injured	398	417	2,420	2,630
Total—All classes of persons:				
Killed	249	244	1,180	1,318
Injured	2,223	2,480	12,287	14,399

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of \$300 or more to railway property in 1951. Beginning January 1, 1952, this minimum was raised to \$325. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	100	93	614	648
Injured	255	272	1,654	1,815

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings.

AIR BRAKE ASSOCIATION.—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—T. R. Stanton, acting secy.-treas., 1450 Railway Exchange Bldg., St. Louis 1, Mo.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, Eastern Timetable Distributing Company, Liberty Street Terminal, New York 6, N. Y. Annual meeting, October 13-15, 1952, Hotel Gunter, San Antonio, Tex.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

AMERICAN ASSOCIATION OF TRAVELING PASSENGER AGENTS.—C. A. Melin, P. O. Box 5025, Cleveland 1, O. Annual meeting, October 6-8, 1952, Buena Vista Hotel, Biloxi, Miss.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Conrad Hilton Hotel, Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—P. R. Farlow, Illinois Central, 135 E. Eleventh Pl., Chicago 5, Ill.

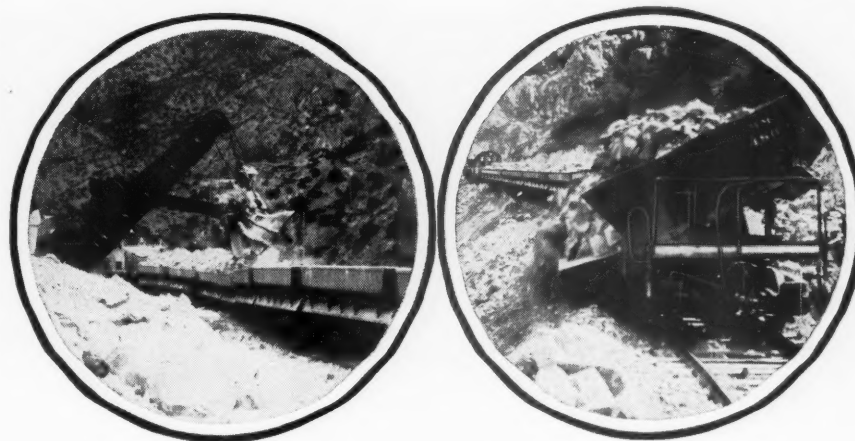
AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 17-19, 1953, Palmer House, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—T. J. Zirbes, Jr., Rock Island Lines News Digest, La Salle Street Station, Chicago 5, Ill. Annual meeting, October 13-15, 1952, Santa Fe, N. M.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. F. Huntley, 2000 Massachusetts Ave., N. W.,

Y

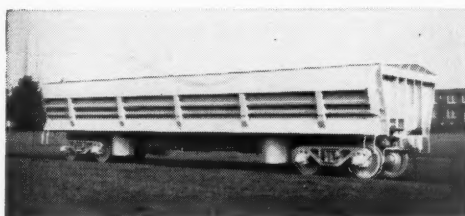
es, you're seeing **DOUBLE**



In fact, when you watch Differential Air Dump Cars in action you're seeing double in several respects —

DOUBLE ACTION — they dump cars both ways, to left or to right. The 50° dumping angle assures a clean dump, and the massive air cylinders (two on each side) assure speedy, reliable dumping power. The double trunnion, double fulcrum design are key features in Differential's amazing performance.

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DIFFERENTIAL STEEL CAR COMPANY

FINDLAY, OHIO

SINCE 1915 — PIONEERS IN HAULAGE EQUIPMENT

C & O cuts fencing costs

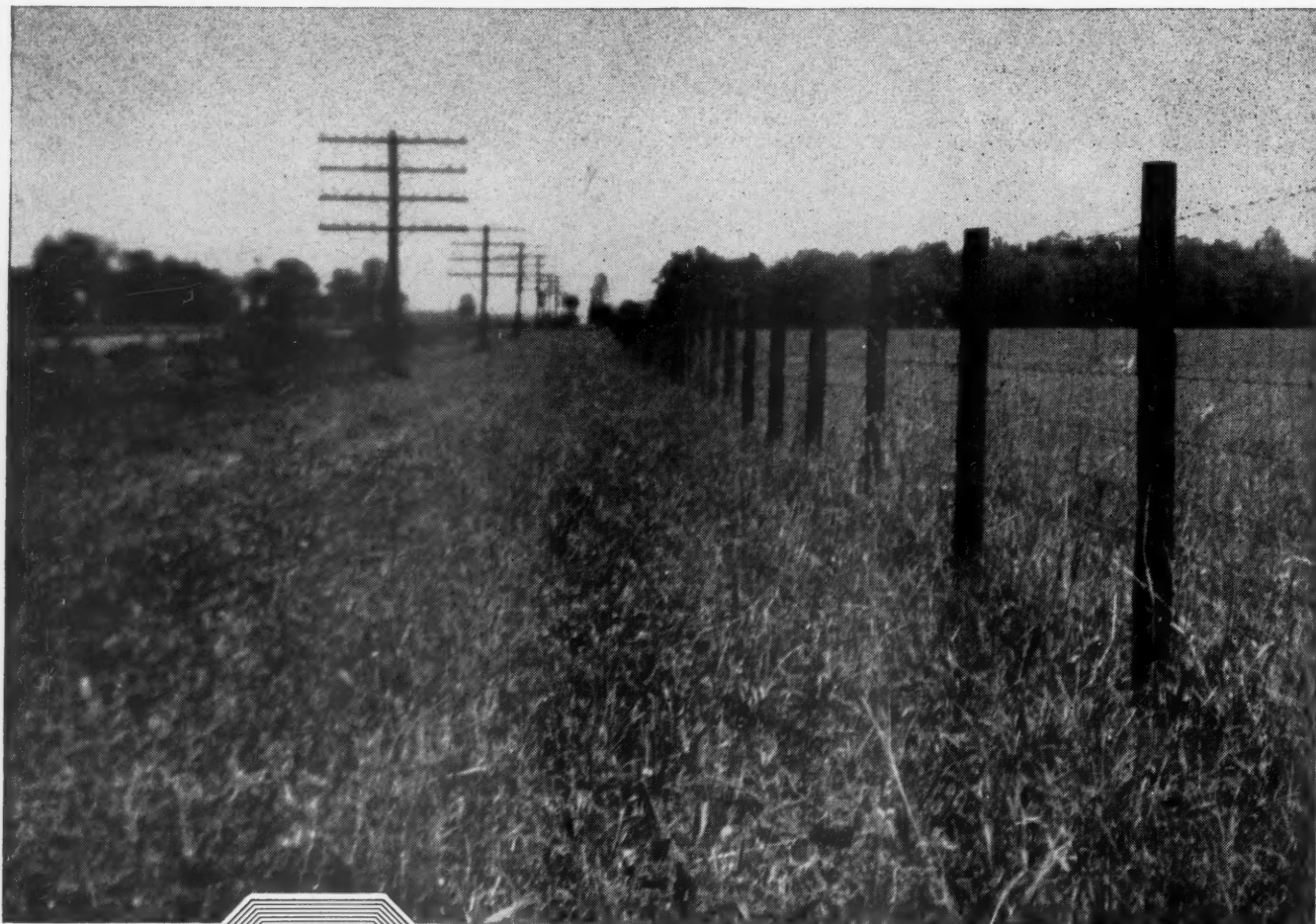
with Koppers Pressure-Creosoted Posts

To cut non-productive costs, in 1925 the Chesapeake & Ohio Railway began a test of posts for fencing. Carefully recorded installations were made of every kind of post that was considered usable. Treated and untreated wood of a number of species, as well as steel posts, were included. The results of the test were reported before the American Wood Preservers' Association in April this year.

By 1949, it had been clearly demonstrated that sizeable economies would result from the use of pressure-creosoted

wood posts. Such posts set in 1925, not only were in service in 1949, but looked as though they would serve another twenty years. None of the other posts approached this performance. *On the basis of its own tests*, C & O then instituted a program of fencing with Koppers pressure-creosoted posts—more than 30,000 up to May, 1952.

If you want the facts on the economy of pressure-creosoted posts, they are contained in C & O's report to AWPA. We'll be glad to send you a copy of this report or supply additional information.



C & O right-of-way fencing near Richmond, Va.



PRESSURE-TREATED WOOD

KOPPERS COMPANY, INC. • Pittsburgh 19, Pa.

Washington 6, D. C. Annual meeting, October 2-3, 1952, St. Francis Hotel, San Francisco, Calif.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Annual meeting, November 30-December 5, 1952, Hotel Statler, New York.

Railroad Division — E. L. Woodward, *Railway Mechanical and Electrical Engineer*, 79 W. Monroe St., Chicago 3, Ill.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—W. A. Penrose, 839 Seventeenth St., N. W., Washington 6, D. C.

ASSOCIATED TRAFFIC CLUBS OF AMERICA.—R. A. Ellison, Cincinnati Chamber of Commerce, 1203 Federal Reserve Bank Bldg., Cincinnati 2, O. Annual meeting, October 20-22, 1952, Hotel St. Paul, St. Paul, Minn.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo. Annual meeting, October 14-16, 1952, Palace Hotel, San Francisco, Cal.

ASSOCIATION OF AMERICAN RAILROADS.—George M. Campbell, Transportation Bldg., Washington 6, D. C. Operations and Maintenance Department.—J. H. Aydelott, Vice-president, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section.—A. H. Grothmann, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 21-23, 1952, Edgewater Gulf Hotel, Edgewater Park, Miss.

Fire Protection and Insurance Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 20-22, 1952, Hotel Roosevelt, New Orleans, La.

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Medical and Surgical Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Protective Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Safety Section.—H. S. Dewhurst, 59 E. Van Buren St., Chicago 5, Ill.

Electrical Section of the Engineering and Mechanical Divisions.—S. W. Marras, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

Engineering Division.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 17-19, 1953, Palmer House, Chicago, Ill.

Signal Section.—R. H. C. Balliet, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 29-October 1, 1952, Chateau Frontenac, Quebec, Can.

Mechanical Division.—Fred Peronto, 59 E. Van Buren St., Chicago 5, Ill.

Purchases and Stores Division.—John L. Timanus, Transportation Bldg., Washington 6, D. C.

Freight Claim Division.—C. C. Beauprie, 59 E. Van Buren St., Chicago 5, Ill.

Motor Transport Division.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Car Service Division.—Arthur H. Gass, Chairman, Transportation Bldg., Washington 6, D. C.

Finance, Accounting, Taxation and Valuation Department.—Arthur R. Seder, Vice-president, Transportation Bldg., Washington 6, D. C.

Accounting Division.—R. E. Keefer, Transportation Bldg., Washington 6, D. C.

Treasury Division.—R. E. Keefer, Transportation Bldg., Washington 6, D. C. Annual meeting, September 9-11, 1952, New Ocean House, Swampscott, Mass.

Traffic Department.—Walter J. Kelly, Vice-president, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS.—Miss Sarah F. McDonough, Executive Secretary, 2218 I.C.C. Building, Washington 25, D. C. Annual meeting, May 13-14, 1953, St. Francis Hotel, San Francisco, Cal.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.—C. D. Pettin, Asst. Secy., 85 West Harrison St., Chicago 5, Ill. Summer meeting, September 7-10, 1952, Banff Springs Hotel, Banff National Park, Alberta, Can. Annual meeting, January 21-24, 1953, Greenbrier Hotel, White Sulphur Springs, W. Va.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Gulf, Mobile & Ohio, 104 St. Francis St., Mobile 5, Ala.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—L. R. Gurley, Modern Railroads, 201 N. Wells St., Chicago 6, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, P.O. Box 162, Montreal 3, Que. Regular meeting, second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—D. W. Kramer, Relay Depot Mail Room, East St. Louis, Ill. Regular meetings fourth Tuesday of each month except June, July and August, Hotel DeSoto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H.

Stremmel, 6536 Oxford Ave., Chicago 31, Ill. Annual meeting, September 15-17, 1952, Hotel Sherman Chicago, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—W. H. LaMon, 1307 Maple St., Downers Grove, Ill. Regular meetings, second Monday of each month, except June, July and August, LaSalle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—R. E. Mann, Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. C. Rochester, Canadian National, 891 Notre Dame St., West, Montreal 3, Que. Annual meeting, November 13-14, 1952, St. Charles Hotel, New Orleans, La.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February, March, April, May, October and November, 29 W. 39th St., New York, N. Y.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—

C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

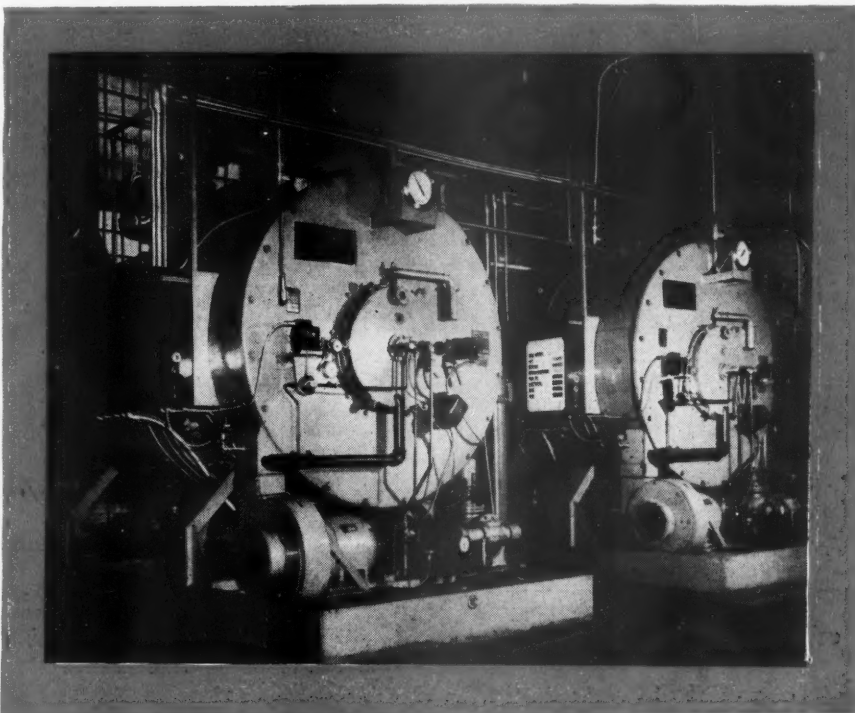
MAINTENANCE OF WAY CLUB OF CHICAGO.—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, which is third Monday, at Eitel's Restaurant, Field Bldg.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany 8, N. Y. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

METROPOLITAN MAINTENANCE OF WAY CLUB.—John S. Vreeland, Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in February, April, October and December. Next meeting, October 30, 1952, Hotel Shelburne, New York.

MILITARY RAILWAY SERVICE VETERANS.—Carl N. Rydin, 605 Railway Exchange, Chicago 4, Ill. Annual meeting, September 19-20, 1952, Hotel New Yorker, New York.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Austin L. Roberts, Jr., 7413 New



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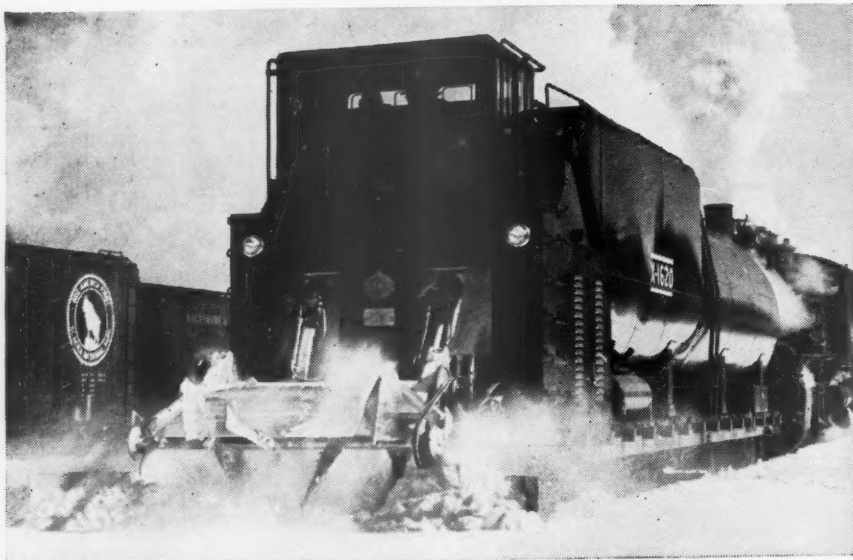
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Post Office Bldg., Washington 4, D. C. Annual meeting, November 10-13, 1952, Hotel Marion, Little Rock, Ark.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—C. L. Denk, Jr., Fulton Bag & Cotton Mills, 170 Boulevard Elsas, S.E., Atlanta 3, Ga. Annual meeting, October 7-9, 1952, Hotel Jefferson, St. Louis, Mo.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.—Miss Lois E. Casavant, 930 F St., N. W., Washington 4, D. C. Annual meeting, October 27-29, 1952, Hotel Statler, New York.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—Edward F. Lacey, 909 Kass Bldg., Washington 5, D. C. Annual meeting, November 20-21, 1952, Hotel Statler, New York.

NATIONAL RAILWAY APPLIANCE ASSOCIATION.—J. B. Templeton, Templeton, Kenly & Co., 1020 S. Central Ave., Chicago 44, Ill. Lewis Thomas, Asst. Secy., 59 E. Van Buren St., Chicago 5, Ill.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION.—R. S. James, Denver & Rio Grande Western, Rio Grande Building, Denver 1, Colo. Annual meeting, October 21-23, 1952, Morrison Hotel, Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—William M. McCombs, 35 Lewis Wharf, Boston 10, Mass. Regular meetings, second Tuesday of each month, except May, June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB.—C. T. Stansfield, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION.—G. H. Wells, Northern Pacific Railway, St. Paul 1, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

NORTHWEST LOCOMOTIVE ASSOCIATION.—R. M. Wigfield, Northern Pacific Ry., Room 1134, G. O. Bldg., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB.—S. E. Byler, 121 E. Sixth St., Los Angeles 14, Cal. Regular meetings, second Thursday of each alternate month at Sir Francis Drake Hotel, San Francisco, Cal., and Elks' Temple, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, 38 S. Dearborn St., Chicago 3, Ill. Annual meeting, November 21, 1952, Waldorf-Astoria, New York.

RAILWAY CLUB OF PITTSBURGH.—G. E. Morrison, act. sec'y., 2710 Koppers Bldg., Pittsburgh 19, Pa. Regular meetings, fourth Thursday of each month, except June, July, August, September and December, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—J. McC. Price, Allen-Bradley Company, 445-447 N. LaSalle St., Chicago 10, Ill. Exhibit in conjunction with the meetings of the Coordinated Mechanical Associations, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

RAILROAD FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—L. H. Peters, New York Central, Room 1213, 139 W. Van Buren St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Hotel Sherman, Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—A. W. Brown, 60 E. 42nd St., New York 17, N. Y.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section of A.A.R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 1221 Locust St., St. Louis 3, Mo. Annual meeting, October 22-24, 1952, Jung Hotel, New Orleans, La.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 15-17, 1952, Conrad Hilton Hotel, Chicago, Ill.

ST. LOUIS RAILROAD DIESEL CLUB.—F. C. Whitlock, Terminal Railroad Association of St. Louis, 376 Union Station, St. Louis 3, Mo. Regular meetings, second Tuesday of each month, Hotel York. Dinner, 6:45 P.M., meeting 8 P.M.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A.A.R. Signal Section.

SOUTHEASTERN RAILWAY DIESEL CLUB.—H. W. Brewer, Seaboard Air Line, Jacksonville, Fla. Regular meetings, second Tuesday in February, April, June, August, October and December, 9:30 a.m., Mayflower Hotel, Jacksonville, Fla.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

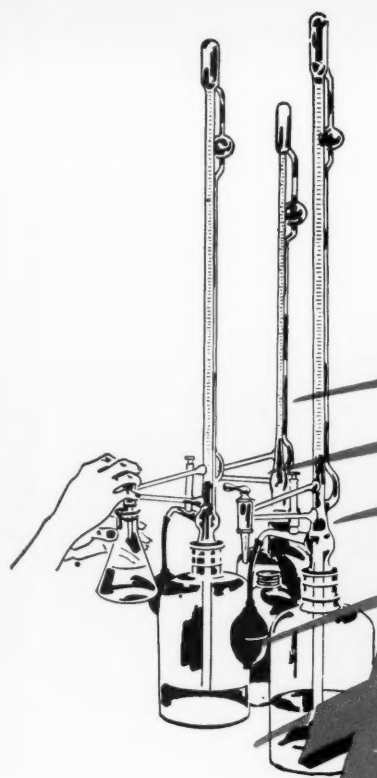
SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—F. I. Umbau, Southern Ry., Atlanta 3, Ga.

TORONTO RAILWAY CLUB.—J. A. North, P.O. Box 8, Terminal "A," Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July, and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, Q and C Company, 59 E. Van Buren St., Chicago 5, Ill.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago 1, Ill.

WESTERN ASSOCIATION OF RAILWAY TAX COMMISSIONERS.—M. L. Boydston, 516 W. Jackson Blvd., Chicago 6, Ill. Regular meetings, 12:15, first Wednesday of each month, except July and August, Traffic Club, Palmer House, Chicago, Ill.



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Current Publications

PAMPHLETS

Johnson Makes the Team. 32 pages. The B. F. Goodrich Rubber Company, Akron, Ohio. Free.

The B. F. Goodrich Company has come up with a new, interesting way to tell and sell the story of American competitive enterprise. The four-color, cartoon booklet interprets, fosters and shows the fruits of competitive enterprise by using the growth and development of Goodrich as a case history. It is published for use primarily as a free teaching aid in upper grades, junior and senior high schools. Through liberal use of color and pictorial action, the material is presented in a way to capture the interest and imagination of students at these levels. A special teachers' manual, prepared for use with the new booklet, is available for classroom instruction. The unique, case-history approach to discussion of basic economic facts keeps the narrative away from generalities and on the firm ground of reality.

The High Cost of Conflicting Public Transportation Policies. 68 pages. Association of American Railroads, Transportation bldg., Washington 6, D. C. Free.

The material in this pamphlet is based largely upon statements submitted by representatives of the railroad industry to the Subcommittee on Domestic Land and Water Transportation of the Senate Com-

mittee on Interstate and Foreign Commerce, in connection with the study and investigation of domestic land and water transportation directed by Senate Resolution 50, 81st Congress. It is divided into 16 chapters covering railroads—the essential carriers, the increasingly efficient railroads, the conservatively capitalized railroads, the narrow margin of profit, the unequal burden of taxation, rising costs and lagging rates, selective and subsidized competition, waterway "savings" for some at the expense of all, the several forms of subsidy for air carriers, box car business on the highways, user charges for publicly provided facilities, unequal public regulation, the costly consequences of transportation inequality, steps toward the goal of equality, regulatory difficulties, and reorganization of government agencies dealing with transportation.

Railroads in the U.S.A. (General Study). 66 pages. Organization for European Economic Cooperation, Paris, France. Available in this country from the Columbia University Press, 2960 Broadway, New York 27. \$1.75.

In 1950 the Council of the Organization for European Economic Cooperation sent a mission of 82 railway experts to the United States to study American railway methods. This pamphlet contains the general report and summaries of the technical reports of those experts. A complete edition, including detailed technical reports, is published separately. The general report, which covers such subjects as gen-

eral aspects of the American railway system compared to European railways, competition, and coordinating and regulating bodies in the United States and Europe, is followed by a summary of group reports, the mission having been divided into eight groups covering mechanical, operating, communications and signals, permanent way and structures, statistical, tariffs, economics and traffic, electrification and manufacturing (supply companies).

Birthday Luncheon; The Baltimore & Ohio Railroad Company. 42 pages, illustrations. Baltimore & Ohio Public Relations Department, Baltimore 1, Md. Free.

The B&O marked the 125th anniversary of the granting of its charter by the legislature of the state of Maryland, and the issuance of a commemorative stamp by the U. S. Post Office Department, with a luncheon at the Sheraton Belvedere Hotel in Baltimore on February 28, 1952. This booklet is a record of the ceremonies conducted at the luncheon. It contains also an article entitled "The Baltimore & Ohio and the U. S. Mail," by Michael Miller, and one entitled "Railroading in Stampdom," by Harold H. Baetjer.

PERIODICAL ARTICLES

35,000,000 Miles Plus—And Still Ahead, by Clyde Carley. *True Magazine*, July 1952, pp. 26-29, 92-103. Illustrations. Fawcett Publications, Inc., 67 W. 44th st., New York 36. Single copies, 25 cents.

A member of True's editorial staff—and a former railroad telegrapher—makes a detailed study of both the history and present-day operation of the famed "Twentieth Century Limited" of the New York Central. Mr. Carley's language is that of the seasoned railroad man and his story will appeal to the railroad fraternity as well as the general public. Incidentally, the cover of this issue of the magazine features a special painting by Peter Helck depicting the night-time passing of east and westbound "Centuries" of the early 1930's.

The New Freight-Rate Systems in Great Britain and France, by Herbert Ashton. *Foreign Commerce Weekly*, May 26, 1952, pp. 3-4, 27-28. Government Printing Office, Washington 25, D. C. Single copies, 20 cents.

A brief discussion of the new freight rate systems in Great Britain and France.

Teaching Rail Men How to Play Safe. *Business Week*, June 21, 1952, pp. 116-118. McGraw-Hill Publishing Company, 330 W. 42nd st., New York 18. Single copies, 25 cents.

The Reading has opened a training center for new employees at Reading, Pa. Company officials are sure that the program being carried on there will result in greater safety to the passenger; to the goods carried, and, of course, to the worker.

BOOK

Joseph B. Eastman, Servant of the People, by Claude M. Fuess. 363 pages, illustrations. Columbia University Press, 2960 Broadway, New York 27. \$5.

See *Railway Age*, July 14, page 70.

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